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The Chronicle.

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THE FINANCIAL OUTLOOK.

The financial outlook has somewhat brightened during the last few days, in consequence of the increased demand reported for American securities abroad. We are now under less anxiety as to our foreign balances, although our exports of produce continue limited, because of the light stocks and high prices. Corn is being shipped, but the export movement of other commodities is light. Of petroleum the aggregate is nine millions of gallons below that of last year, and the general aspect of business in the leading staples is such as to suggest special caution as the controlling maxim of our mercantile and industrial enterprise for the present.

The same policy of caution is enforced by the state of the money market. The interior banks are availing themselves of the facilities offered by their agents here, and are getting large amounts of paper rediscounted. This movement helps to account for those additions to the loan averages of our city banks which have attracted so much comment during the past few weeks. If, as is probable, the city banks should be thus rendered less able to respond to the legitimate demands for discounts which will be made from the mercantile community in the Fall, the money market will be in a condition in which our merchants will find it well to have their credit engagements under as complete control as possible.

Still there is less apprehension of stringency than recently prevailed. Capital is likely to be abundant in this market for several months to come; and if so, call loans may rule at low rates however it may be with discounts. Our reason for expecting an influx of capital here is the plethora which is likely to prevail in the European money markets in consequence of the recent French loan. This loan has had the most singular success. In amount it far surpasses any previous government loan ever negotiated in one operation by any nation in Europe. From the official reports we find that while the amount of money asked for was about \$700,000,000, the subscriptions were twelve times as much, or \$8,200,000,000, of which stupendous sum there was subscribed in Paris \$2,635,000,000; in the Departments \$835,000,000, and the remaining \$4,730,000,000 abroad. Thus the Departments alone, without Paris, could have taken the whole loan; and France herself, apart from foreign aid, subscribed for \$3,470,000,000, or nearly five times the whole! Never in the history of finance has so magnificent an achievement been recorded.

It has been pointed out that there are some deductions to be made from the glory of this success,—that it was well known that the subscriptions would exceed the awards, that multitudes of persons who wanted a certain amount, were thus induced to subscribe a much larger amount, and that facilities were given for this purpose by making the deposits in Paris payable in securities instead of in cash. For our present purpose we have little concern with these circumstances. The fact is patent that the loan stood yesterday at 4½ premium. This proves the existence of vast masses of capital which sought the loan and were crowded out of the investment. And it is this capital so disappointed of employment on which in part we rely for the supply of our own loan market.

But there is another circumstance which must not be lost sight of. In a short time the payments will begin from France to Germany. These will cause an unusual concentration of deposits in London. The indemnity money, after its payment to Germany, will still lie for a time in the London banks. How long it will remain there is, of course, uncertain; but so long as it does remain its presence will operate to depress the rate of interest in England and thus to favor the movement of British capital towards our market.

Such are some of the chief aspects of our money market as affected both by its own internal movements and by others originating from abroad. As to any trouble which may arise later in connection with the drain of gold from London, and from the consequent attempts which may perhaps be made by the Bank of England to put up the rate of interest, this probability is already attracting discussion in England but is too remote to affect us here at present.

GOLD SUPPLIES AND THE RISE OF PRICES.

Political economy has been well said to be "a devourer of facts." Such is indeed the great function and cardinal excellence of this latest and most imperfect of the inductive sciences. It takes the facts of our industrial life, interrogates them, classifies, arranges and utilizes them, and reproduces their essence in general principles having a broader and more permanent utility. The chief merit or defects of the economist are shown in his skill in the interpretation of facts, in his power to use them to explain and to explore other facts less known. Among the varied researches which in this politico-economical age are both testing and giving force to these powers in the public mind, are a large class which arise out of that general advance of prices which is causing more or less anxiety and trouble among commercial nations in very distant parts of the globe. In discussing this subject of late, prominence has been given to the gold supplies, which for over twenty years have been pouring themselves from the mines of California and Australia, so as to make precious metals much more plentiful, and therefore, perhaps, cheaper than they formerly were.

As the precious metals are the universal measure of value, it is an important question whether gold is really cheaper, and how far the cheapening of gold is a cause of the rise of general prices? This question lies at the threshold of all enquiry about relative values. If gold has lost purchasing power in consequence of the gold discoveries, so that a dollar is relatively worth but 75 per cent of its former value, then it is clear that all values which are expressed in gold will tend to move responsively. The effect will be just the same as if the dollar had been reduced 25 per cent. by any other process. Other things being equal, general prices expressed in gold will tend to rise, and yet the advance will be merely nominal. By this we mean that the rise of prices will indicate no change in the relative values of other commodities. These may remain the same. The effect will be analogous to what would happen if the bushel measure, for example, were made one fourth less than now. Suppose we buy to-day a million bushels of wheat and keep them till next Monday. On that day by law the bushel measure is changed and made 25 per cent smaller. It is clear that our wheat, though it will really be the same quantity as at first, yet nominally by the new notation it will count as 1,250,000 bushels, each new bushel being smaller and worth one-fourth less than the old ones. Or suppose gold had remained at its former price prior to 1848, and no additions had been made since then to the ordinary supplies. But if the dollar had been made lighter, so as to contain but 75 cents' worth of gold, then the values of all commodities expressed in the new dollars would have been disturbed, and prices would have risen or have tended to rise in a like proportion. Now, what is questioned is, whether this latter change is like what has taken place, and whether gold coin has really depreciated. Mr. Jevons, as we lately showed, expressed the opinion founded on a wide induction of facts, that gold had depreciated several years ago 15 per cent. In this country the depreciation has been estimated at 15 to 25 per cent by eminent authorities, but most commonly depreciation is denied. The London *Economist* seems rather to incline to this latter opinion, and has just published a second article on the subject of the gold product of the world since 1848. The statistics it contains are well worthy of careful study. They are taken in part from Tooke & Newmarch's "History of Prices," and in part from official sources. They do not give the silver production, but are limited to that of gold. It appears that the aggregate production of the whole world has been as follows:

GOLD PRODUCT OF THE WORLD, 1848 TO 1871.

	Total.	Annual average.
Three years, 1849-51.....	\$139,150,000	\$46,390,000
Five years, 1852-56.....	729,400,000	145,880,000
Five years, 1857-61.....	573,255,000	114,650,000
Five years, 1862-66.....	516,015,000	103,205,000
Five years, 1867-71.....	505,265,000	101,055,000
Total.....	\$2,463,085,000	
Add Russian product in 1848.....	20,000,000	
	\$2,483,085,000	\$103,461,458

These figures have been carefully collated and are doubtless approximations to the truth. But they take no account of the silver produced, as we have said; although silver has quite as powerful an action on general prices as gold, and is probably more active and swift in its operation, for the same reason that small notes in a paper currency have been observed to exert a much more notable influence in depreciation than large notes.

Another observation on this table is that it does not allow quite enough for the increased gold product of the early period of California mining. Ten per cent was the arbitrary estimate for this part of the product, which for the earlier years is too low, because of the defective mint facilities on the Pacific coast. There are also about 50 millions more, which during the period have been supplied from miscellaneous sources in Africa, South America and elsewhere. On the whole the stock of gold in the commercial world has been increased since 1848 by 2533 millions of dollars, and has received an average addition of 103 millions a year instead of 25 or 30 millions as previously. In order to measure the probable effect of this vast mass of gold forcing itself into the channels of commercial activity we must find out whether it has gone and what has been done with it.

Part of it—a large part, we do not know how much—has been converted into ornaments, jewelry, or used in other arts. The *Economist* ventures no estimate of this vast aggregate, but is content with calling attention to the fact that however active was the production of gold the activity of the mints was greater still, as the coinage of the world since 1848 has been \$3,000,000,000, of which \$1,300,000,000 had been coined by France alone. It follows, of course, that the recoinage in Europe must have been very large, as we know it has been in France and other parts of the Continent, gold coins of the previous dates being now scarce. We must also include among the recoinage all the American coin sent abroad, which exceeds 1,000 million dollars.

Setting these inquiries aside, the *Economist* gives the following table to show the general destination in which have been retained the 1,545 millions of gold which have been produced since 1858. For the previous ten years the destination cannot be so easily traced.

WHERE HAS BEEN RETAINED THE GOLD PRODUCT SINCE 1858.

England.....	\$340,000,000
Continental Europe.....	585,000,000
South America.....	40,000,000
India.....	450,000,000
Australia.....	130,000,000
	\$1,545,000,000

The inference is, that whatever part of the influence on prices in England may fairly be due to the gold production from California and Australia, must be ascribed to a very small part of the gold imported into England. The whole of those imports amount to \$1,255,000,000, but of this she has retained for all purposes but a very small part, namely, \$340,000,000. How much of this has really been used in the arts and what part has been added to the active coin circulation will form a new topic of investigation; and to complete the subject the *Economist* will it is hoped give some account of the silver coinage, which has not so far entered into the account, though it constitutes so important a part of it.

RESTRAINTS ON THE NATIONAL BANKS.

Restraints, however wholesome, are proverbially ungrateful both to individuals and to corporations. Hence there is no room for surprise that among the National Banks some signs of uneasiness are beginning to manifest themselves as to the investigations and the apprehended action of the Comptroller of the Currency in regard to the bank reserves, which, as we have repeatedly shewn, are not in so satisfactory a condition as is demanded at this season of the year. It is a fundamental maxim of conservative banking that during the Summer months, when we have an accumulation of currency here, our city banks should enlarge their reserves, and should be especially solicitous in accumulating greenbacks, so that when the busy season sets in a few months later, and the crops have to be moved, the banks may have an abundance of means, and may be able to supply freely the demand for the loans required to move the produce from the interior to the sea-board. This principle is of the most vital moment to the prosperity of our commerce and to the easy working of our financial system. If the banks do not accumulate reserves now, how can they be able to lend as freely as the critical emergencies of our Fall business will soon require? The consequence would be a spasmodic money market, an outcry against the banks, agitation against high rates of interest, a mischievous repression of the free development of the Fall business, and a diminution of the possible shipments of produce on which so much of the prosperity of this country depends just now.

There is great propriety and urgent need in the pressing of this obligation of the banks to make up and to keep up their reserves. These institutions ought, indeed, to do this duty without any such effort to keep them within the law. Yet last week they allowed their net reserves to fall very considerably, and while the deposits show a heavy decline, the loans have been expanded almost a million of dollars. Although we are now in the middle of August, and the opening of the Fall business is so near, the banks of this city hold but 54½ millions of greenbacks; and their whole reserve is but \$6,524,300 above the 25 per cent minimum required by law. In other words the banks are in a much worse condition than last week when their net reserves were in excess \$11,761,300.

What are the causes of this evil, and is it possible to apply the remedy? In some quarters entitled to our high consideration we have been thought to have been over-earnest in the pressure we have brought to bear upon the banks, and it has been suggested that of their own accord they would accumulate reserves very rapidly in August. The figures above referred to show, however, that we were right; and that these institutions require a very strong impulse to keep them to their duty. They are weakening their power to lend when they ought to be strengthening and enlarging it; and the public will know whom to blame if when the fall activity sets in the banks cannot meet it. In vain would the banks attempt to throw the blame off their own shoulder. The facts stand on record against them, and it will be shewn how with their greenback reserves at a lower point than has been struck for years, the banks reversed all sound precautionary rules, discarded the warnings of experience, and continued to expand after they were already too much expanded. It is no part of our present purpose to depress or to raise the credit of any particular banks. Accordingly we have carefully refrained from specifying the delinquents by name. The time is coming, however, when the public will be quick to compare the published statements as they stand on record, and the banks may some of them find that their rivalry for business and appetency for larger profits have defeated their own purpose, and that banks which burden

themselves with too heavy a mass of interest-bearing deposits impair and menace their credit and influence; because these deposits are a dead weight except they can be lent; and if they be lent as now, they weaken the greenback reserves, and bring down upon the delinquent banks a sure but slow penalty.

The attempt will be made to turn aside this public reprobation by blaming the irregularity of business or the defects of our currency system, when the spasmodic troubles begin in the money market, and the people complain that the banks have caused it by not taking proper precautions and strengthening themselves beforehand. As well might the railroad companies of the Mississippi Valley excuse themselves for not having rolling stock at the proper points for moving the crops when the season comes round; and advance the plea that at one time there is so much more demand than at another for locomotives, and for men, and for elevators, and for cars, and for the other appliances of transportation. It is the railroad people's business to foresee all this, and to provide beforehand. As well might the captain of a ship complain of the seaworthiness of his craft, or of the uncertainty of the winds and waves, because a storm has come and has put him in peril and caused loss to his owners; when he was warned of its approach, and with the weather-signals before his eyes he carelessly neglected to get ready for the struggle and to use the precautions and foresight of good seamanship.

Mr. H. R. Hulburt, the late Comptroller, who gave a great deal of attention to this dangerous impairment of reserves, which in his time was less threatening than now, was of opinion that it was closely connected with the custom of paying interest on deposits. This view is not unsupported. Soon after the panic of 1857, the banks of this city met together, and to prevent dangerous expansion in the future they passed a voluntary resolution to refuse to pay interest on deposits; and further to strengthen themselves by keeping a specie reserve of twenty per cent always on hand. The latter provision has been carefully preserved and extended. The former has been modified. The growth of business has been so enormous during and since the war, and large private banks have sprung up which pay interest on deposits, so that our city banks, especially the younger institutions, have been compelled to pay interest also, or submit to lose their business. In this way the custom has established itself, and whereas in 1858 there were only three banks which absolutely refused to stop paying interest on deposits, at present there are about one half of our banks which pay interest on deposits. To these facts Mr. Hulburt refers in his last report as follows:

Allusion has been made in former reports to the custom of paying interest on deposits by national banks. The practice existed long before any national banks had an existence, and they only continue to do what their predecessors did before them, and what bankers everywhere consider themselves compelled to do. The use of other people's money in the shape of deposits, without interest, or at a low rate of interest, has come to be considered a cardinal necessity of modern banking. There will always be those ready to accept its custody, assume all the risks, and pay interest for the use of it, for a margin of profit ranging from one to three per cent. It is not always the strongest or wealthiest bank or banker that is willing to pay the highest rate for this use of other people's money. Ordinarily, judging of banks as of individuals, the one most in need of money offers the greatest inducement to depositors. In theory the custom is dangerous; in practice it is not always safe; but, nevertheless, it is so thoroughly entrenched in its position by long observance, that any sweeping enactment prohibiting the payment of interest on deposits by national banks would be evaded in some way, or the banks would lose their deposits. There are scores of banks and bankers, not subject to Congress, who would rejoice over such a prohibition as over the discomfiture of an enemy; yet there is one point that should be guarded. The reserves of the whole country are held to a large extent in Boston, New York, Philadelphia, and other large cities. These reserves should be protected. They should be placed under such restrictions as would obviate all necessity for their use by the depository bank. If the institutions owning these reserves cannot afford to allow them to remain unemployed, so that they may be in reality what they are

in time, relief should be afforded in some other way. It is of vital importance to the country that no portion of the percentage which the law requires the banks to hold as a reserve on circulation and deposits, should be loaned out, subject to the vicissitudes and fluctuations of men and property.

Mr. Hulburd does not recommend any new restraints on the banks in defence of their reserves. Presuming the theory to be correct which ascribes the drain of reserves to the payment of interest on deposits, some persons have proposed to get Congress to pass a law prohibiting any national bank from paying interest on deposits. We have always opposed this scheme. It could scarcely fail to do harm and to drive multitudes of banks out of the national system, compelling them to organize under the State bank system. Many other schemes have been proposed, some of which we have heretofore noticed. Most of these remedies seem at present impracticable, and have the fundamental defect that they do not go to the root of the evil. This point we will try to explain more fully next week. Meanwhile, those national banks, which have given occasion for the discussion, may be well assured that the needful restraints will all be in due time both devised and applied. In the present state of public opinion this is inevitable and cannot be long deferred.

RAILROAD EARNINGS IN JULY AND FROM JAN. 1 TO AUG. 1.

The month of July does not appear to have been quite as favorable for earnings on several of the older and more prominent lines of railroad as most of the previous months of this year. The Chicago & Alton, Illinois Central, Erie, Pacific of Missouri, and St. Louis, Alton & Terre Haute, all show a decrease, of more or less importance, compared with the same month of 1871, while the Lake Shore & Michigan Southern and Cleveland, Columbus, Cincinnati & Indianapolis show a smaller increase than for some months past. The Central Pacific is still conspicuous for a large increase, showing \$305,999 more than in July of last year. The new roads have naturally a better exhibit than last year, when they were yet incomplete, or, at least, operating much less road than at present.

From this time forward the receipts on many of the Western roads will depend largely on their grain traffic, and as the crop prospects are generally considered favorable, the principal grain-carrying roads should do a large business. Competition, however, arising from the completion of new roads, will have a material effect upon the earnings of some of the old lines.

The annual report of the Chicago & Northwestern road has been published since our last month's report, showing as follows:

Gross earnings for the year.....	\$11,402,101
Operating expenses (56.68 per cent).....	\$6,463,100
Taxes.....	235,845
Total.....	\$6,698,946
Losses, &c., by Chicago fire (less insurance).....	111,079 — 6,810,025
Balance of earnings.....	\$4,592,125
From which are deducted other charges for the year, viz:	
For interest on bonded debt.....	\$1,109,397
Less received for interest and exchange.....	37,403
	\$1,071,994
For rent of leased roads in Iowa.....	856,610
For sinking funds.....	45,120
For dividends paid on Chicago & Mil. Ry. stock.....	87 — 1,973,811
Net income for the year.....	\$2,618,323

RAILROAD EARNINGS IN JULY.			
	1872.	1871.	
Atlantic & Great Western.....	\$417,903	\$314,233	\$43,670
Atlantic & Pacific.....	85,306	76,288	9,018
Burl., Cedar Rapids & Minn.....	73,834	32,034	41,800
Central Pacific.....	1,175,295	869,296	305,999
Chicago & Alton.....	482,987	533,655	50,668
Chicago, Danville & Vincennes.....	47,259	319,069	11,901
Cleve., Col., Cin. & Ind.....	330,970	319,069	11,901
Erie.....	1,550,023	1,720,078	170,055
Illinois Central.....	616,630	707,992	91,312
Ind., Bloom. & Western.....	10,860	77,975	22,885
Kansas Pacific.....	321,774	282,723	39,051
Lake Shore & Mich. Southern.....	1,201,443	1,110,847	73,596
Marquette & Cincinnati.....	149,550	118,572	30,978
Milwaukee & St. Paul.....	488,349	481,113	7,236
Missouri, Kansas & Texas.....	179,504	73,225	106,279
Ohio and Mississippi.....	222,682	184,661	38,021
Pacific of Missouri.....	265,406	278,172	12,766
St. Louis, Alton & T. H.....	130,143	156,141	25,998
St. Louis and Iron Mountain.....	181,240	118,016	63,224
St. Louis, Kansas City & North.....	287,022	304,684	83,238
Toledo, Peoria & Warsaw.....	90,072	93,268	3,196
Total (except C., D. & Vin.).....	\$8,402,204	\$7,830,015	\$578,896
Net Increase.....			524,930

For the seven months of the year now passed, gross earnings are generally in excess of last year, only two roads in the list below show any decrease. The Central Pacific, Erie, and Lake Shore & Michigan Southern are all conspicuous for the large amount of their increase; while other roads show earnings which are equally noticeable for the percentage of increase above last year, though less in the gross amount than those just named.

The Union Pacific earnings for June, and for six months of 1872, have only recently been published, showing an increase for that month of \$107,285; and for the six months, of \$431,332.

EARNINGS FROM JANUARY 1 TO JULY 31.			
	1872.	1871.	
Atlantic & Great Western.....	2,730,131	2,542,383	187,748
Burl., Cedar Rapids & Minn.....	478,429	.....	.....
Central Pacific.....	6,709,629	4,914,479	1,795,150
Chicago & Alton.....	2,769,143	2,390,608	161,465
Cleve., Col., Cin. & Ind.....	2,445,924	2,037,187	408,737
Chicago, Danville & Vincennes.....	322,671	.....	.....
Erie.....	10,336,601	9,144,061	1,192,540
Illinois Central.....	4,214,160	4,478,063	263,903
Ind., Bloom. & Western.....	756,203	486,526	269,677
Kansas Pacific.....	1,974,549	1,713,016	261,533
Lake Shore & Mich. South.....	9,650,666	8,150,307	1,500,359
Marquette & Cincinnati.....	1,054,481	869,357	185,124
Milwaukee & St. Paul.....	3,412,480	3,404,728	2,752
Missouri, Kansas & Texas.....	857,341	461,565	395,776
Pacific of Missouri.....	1,937,308	1,908,079	29,229
St. Louis, Alton & Terre Haute.....	1,046,796	1,010,782	36,014
St. Louis & Iron Mountain.....	1,240,372	873,86	366,048
St. Louis, Kansas City & N.....	1,933,993	1,481,034	452,959
Toledo, Peoria & Warsaw.....	718,770	578,224	140,546
Total (excluding the roads not reported in 1871).....	\$53,788,547	\$46,988,531	\$7,225,384
Net Increase.....			6,800,016

CURRENT TOPICS.

CONVENTION OF STEAMBOAT OWNERS.—The efforts of Congress to legislate for the safety of passengers, though well intended, have been carried so far that the chief effect of the laws now in operation is to impose upon the owners of steamboats the most onerous obligations, and to benefit the pockets of certain fortunate inventors who manufacture the patented articles presented for use. To consider the objections to the present code of laws, and prepare a bill for the consideration of Congress which shall remove the existing causes of complaint without diminishing the security of passengers, a convention of steamboat owners is to be held at Cleveland during the month of September. At this Convention statements will be presented of all the serious accidents which have occurred during the year ended June 30, and the records of the causes of these disasters are to be used in the discussion of such amendments to the law as are thought to be necessary. The chief grounds of complaint on the part of the steamboat owners are found in the arbitrary requirements of the various acts that only certain patented and costly inventions shall be used, which they allege are no better in any respect than others which can be procured for very much less cost. No competition is possible among manufacturers so long as they are allowed to use only the patented articles. Such a law simply gives (at the expense of steamboat builders) an opportunity for the favored ones to make enormous profits, of which, in most instances, they have availed themselves without scruple. The steamboat men insist that it is to their interest to make all possible and necessary provision for the safety of their boats and of the lives of those who take passage upon them, and while they do not object therefore to the most rigid and impartial investigation, they claim the right to purchase whatever they need in the open market, without paying interest to those whose patents secure them such profitable monopolies. As to the propriety of this claim we do not think there can be two opinions. Many instances might be mentioned in which influences have been brought to bear to secure amendments to the laws for no other reason than that some patentee desired to make a sale for his ware, and the steamboatmen have been compelled to supply themselves with many costly and practically useless articles, when better and cheaper ones could have been procured without difficulty.

THE NEW PETROLEUM REFINERS' COMBINATION.—The report of a new combination among the refiners of petroleum, looking to the acquisition of a control of the trade at the expense of both producers and consumers would, doubtless, occasion more anxiety, than it does, were it not for the fact that the fate of the South Improvement Company is still fresh in the memory of all who are interested in defeating the object sought by the refiners. As it is, however, the rumors of a coalition between the refining interest and the transportation companies has occasioned very little excitement, and although the subject is freely discussed by the trade the opinion prevails that the oil business is too extensive to

be easily controlled by any monopoly inimical to the interests of the producers. The purpose of the new combination, like that formed last winter, is to secure to the refiners the lions share of the profits of the oil trade. The product of the wells is to be distributed arbitrarily and without regard to any interests other than those represented by the "ring." Pittsburgh and Cleveland are each to receive twenty-five and one-quarter-one-hundredths of the crude oil, New York sixteen and three-quarter-one-hundredths, the oil regions eighteen-one-hundredths and Philadelphia fourteen-one-hundredths. It is confidently reported that an agreement has been drawn up and signed by the refiners and carriers, and that only the refusal of some of the principal refiners here to become parties to the combination has prevented the consummation of the scheme; but while it is probable that steps have been taken in this direction we do not believe that any complete organization has yet been effected. To counteract the effects of this movement, however, a combination among the producers is proposed, which will provide for the sale of oil only to parties outside the refiners' "ring," or, in case of any difficulty in securing transportation upon favorable terms, for the holding of oil beyond the limited amount which must be marketed to cover current expenses, until the monopoly is broken up. Other plans are proposed, any one of which would, if it can be carried out, prove largely injurious, if not fatal, to the interests of the refiners' "ring," and as the producers are not without the means of protecting themselves in case of necessity, it is doubtful if the combination will be able to accomplish any important results. The fact of the matter is the refiners in different parts of the country have a capacity about twice as great as is called for by the present and prospective requirements of the trade. Refineries have also been established in most of the countries to which we send petroleum in any considerable quantity, and the export trade therefore is now principally in the crude oil. Hence our refiners are compelled to depend chiefly upon the requirements of the home market for business, and as there is not enough of this to keep these establishments busy, they are seeking to secure the proposed control over crude oil.

LAKE NAVIGATION.—From all accounts which reach us, we conclude that the present season marks the beginning of a considerable improvement in the trade of the great lakes. Many new vessels, including a number of large and excellent iron steamers, have been built, and many old ones, long ago withdrawn from regular service, have been overhauled and repaired and are now running regularly. Last year we see it stated that there were but fourteen steamers plying upon Lake Superior; this season the number has been increased to thirty-six, while of sailing vessels the tonnage has considerably more than doubled within two years. On the lower lakes the percentage of increase has not been so great, but there has been a substantial improvement. Transportation charges are at a rate which, while remunerating carriers, also leave a fair margin of profit to forwarders, and there is, and has been throughout the season, an abundance of freight at nearly all ports. How far this improvement is due to the wise policy of the Canal Board of this State in keeping the canals in good repair and to the low tolls charged, it is not necessary to inquire; that this liberal policy has stimulated the trade of the lakes is beyond controversy, and although the season of navigation opened some six weeks later this year than last, all the lake ports are enjoying the benefits of an improved trade. The progress which has been made during the past two years in the construction of ships particularly adapted for lake navigation, and the construction of so many fast running, commodious and economical iron steamers, has secured to the navigation companies owning them a considerable business in both freight and passenger transportation that would otherwise moved overland by rail; and when a more frequent and commodious steam service shall have been established between the principal ports, and steam successfully applied to the movement of canal tonnage, the trade of the lakes will assume an importance greater than that which it enjoyed in the days of its greatest prosperity. Indispensable as our railroads are, they will never, if we have wise legislation, be able to monopolize the traffic which naturally follows over our great natural and artificial water routes. It always has been, and always will be, cheaper to lubricate with water than with oil.

THE NEW TREASURY REGULATIONS RESPECTING IMPORTED SHIPS' MATERIALS.—On the 20th of June the Treasury Department issued a code of regulations intended for the guidance of shipbuilders and manufacturers of ship materials in availing

themselves of the provisions of the shipbuilding section of the new tariff. The articles exempted from duty when employed in ship construction are lumber, timber, hemp, Manila, iron and steel rods, bars, spikes, nails and bolts, copper and composition metal; and by the regulations of June 20th those interested were instructed that in all such articles the duty must be paid upon their withdrawal from bond, subject to drawback upon the presentation of evidence showing that all or part of such materials had actually entered into ships. Under date of August 2d, Acting Secretary Richardson has issued a supplemental order, giving more detailed instructions as to the practice to be pursued in such cases. By the new regulations it is provided that when materials mentioned in section 10 of the new law are withdrawn to be ultimately used for the purposes authorized, they may be manufactured before being so applied, provided such manufacture be carried on within the limits of the district in which the withdrawal entry was made; but the person making such withdrawal must, at the time, file an affidavit with the Collector of Customs that such merchandise is to be manufactured into such forms as may be described, and stating the specific uses to which it is to be ultimately applied. In all such cases the duties are to be paid at the time such withdrawal is made, but they will be refunded when the ships into which they enter are fully completed upon the presentation of sworn and properly attested proofs, and giving bonds to refund double the amount of the duties reclaimed, provided such vessels are ever enlisted for the coasting trade for more than two months in the year. In making these regulations the heads of the Treasury Department have, doubtless, been actuated solely by a desire to prevent any frauds which, under less stringent regulations, might be perpetrated under the new law; but is it not possible that sufficient security could be secured by the Government under a much more liberal system. We are fully aware of the difficulties attending the practice of allowing goods to be withdrawn from bond without paying duty on them, and the abuses such a system would be subject to. And yet we ought to be able to allow the withdrawal of the goods in question without such payment, provided bonds for a sufficient amount be given to be cancelled only upon the production of the required proofs that such goods had been used for the purposes authorized by law. The Government does not receive any benefit in collecting a duty only to return it again, while the shipbuilder has no little interest in retaining as part of his working capital the money which he is now required to deposit with the Collector and which remains with him from the time of the withdrawal of the materials until the vessel into which they enter is completed. As to the provision of the law excluding vessels built wholly or in part of such materials from the coasting trade, we think Congress cannot too quickly amend it.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks for the week ending August 15, 1872. These weekly changes are furnished by, and published in accordance with, an arrangement made with the Comptroller of the Currency:

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Pennsylvania— Tamaqua.....	The First National Bank.....	The Union National Bank of Philadelphia, approved in place of the City National Bank of Philadelphia.
Iowa— Winterset.....	The Citizens' Nat'l Bank.....	The Second National Bank of Chicago, approved.
Minnesota— Mankato.....	The Citizens' Nat'l Bank.....	The Importers and Traders National Bank of New York, approved.

New National Banks.

The following is a list of National Banks organized for the week ending Aug. 15, viz.:

The Second National Bank, of Jefferson, Ohio. Authorized capital, \$100,000; paid in capital, \$100,000. Henry Talcott, President; E. R. Lane, Cashier. Authorized to commence business Aug. 12, 1872.
The First National Bank, of Bozeman, Territory of Montana. Authorized capital, \$50,000; paid in capital, \$50,000. Lander M. Black, President; Geo. W. Fox, Cashier. Authorized to commence business Aug. 14, 1872.

—During the last few years Messrs. Fisk & Hatch have negotiated the following six per cent railroad bonds:

Central Pacific, gold bonds.....\$25,858,000
Central Pacific, California and Oregon branch bonds.....8,000,000
Central Pacific, San Joaquin branch bonds.....6,086,000
Western Pacific bonds.....2,735,000

and are just completing the \$15,000,000 six per cent gold loan of the Chesapeake and Ohio Railroad Company. The bonds sold and recommended by Messrs. Fisk & Hatch are held in high esteem by capitalists and investors in this market and in Europe, the Central Pacifics being now and for a long time past above par. Messrs. Fisk & Hatch recommend the Chesapeake & Ohio Railroad bonds as equally good. This loan will soon be closed out, which will make a grand total of nearly \$60,000,000 six per cent bonds negotiated by this house within a comparatively short period.

Latest Monetary and Commercial, English News.

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON— AUGUST 2.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	12 1/2 @ 13 2/3	Aug. 2.	short.	12 2
Antwerp.....	3 months.	25.72 @ 25.77 1/2	"	3 mos.	25.40
Hamburg.....	short.	13.11 1/2 @ 13.11 3/4	"	3 mos.	13. 7 1/2
Paris.....	3 months.	25.70 @ 25.80	"	short.	25.54
Vienna.....	3 months.	25.95 @ 26.10	"	3 mos.	111. 25
Berlin.....	11.37 1/2 @ 11.42 1/2		"	3 mos.	56. 21 1/2
Frankfort.....	6.25 1/2 @ 6.25 3/4		"	short.	118 1/2
St. Petersburg	119 1/2 @ 119 3/4		"	3 mos.	3 1/2
Cadiz.....	31 1/2 @ 31 3/4				
Lisbon.....	48 1/2 @ 48 3/4				
Milan.....	90 days.	52 1/2 @ 52 3/4			
Genoa.....	3 months.	27.85 @ 27.90			
Naples.....	27.85 @ 27.90				
New York.....	27.85 @ 27.90		Aug. 2.	60 days.	109 1/2
Jamaica.....					
Havana.....			July 7.	90 days.	24 1/2 @ 24 3/4
Rio de Janeiro			July 10.		24 1/2 @ 24 3/4
Valparaiso.....			April 29.		24 1/2 @ 24 3/4
Pernambuco.....			July 12.		24 1/2 @ 24 3/4
Singapore.....					
Hong Kong.....			July 21.	6 mos.	4s. 5 1/2 d.
Shanghai.....					
Ceylon.....			Aug. 1.	6 mos.	1s. 11 1/2 d.
Bombay.....					
Madras.....			Aug. 1.	6 mos.	1s. 11 3/4 d.
Calcutta.....					
Sydney.....					

[From our own correspondent.]

LONDON, Saturday, Aug. 3.

The French loan, as you will have heard by telegraph, has been subscribed several times over, and it is expected that only about one-tenth or one-twelfth of the amount applied for will be allotted. The success attending the operation has naturally given firmness and buoyancy to French stocks, and the loan, which some persons thought would fall to a discount, has been as high as 4 1/2 premium. So far the negotiation has been unattended with any disturbance in the money and bullion markets. There has, indeed, been considerable firmness apparent, and no accommodation has been obtainable under the bank rate of 3 1/2 per cent, while the rate for six months' bank bills is at only 4 per cent. It is not expected, however, that the money market will be free from perturbation. Most persons expect periodical and sudden changes, for the loan is of unprecedented magnitude, and under the terms of the treaty of Frankfurt a large transfer of bullion is rendered necessary. This liability to sudden disturbance is certainly not a favorable feature; but money is cheap and abundant, and the loan will have the effect of augmenting the circulation of coin, and especially of silver coin, but exhausting some of the hoards which it is well known exist in France. Successive changes of government have caused the French peasantry and agriculturists to accumulate large amounts of coin, instead of investing them; and although the hoards are probably less numerous than they were previously to the establishment of the Empire, yet it is considered that they are still of important magnitude. Details of the present subscription will be published in a few days, and the statement will no doubt be very interesting.

Both the Bank of France and Bank of England returns show remarkable changes, which are due to the negotiation of the loan. As regards the Bank of England statement, however, although there is a large increase under the head of "other securities," or advances, "other deposits," or current accounts, show an almost corresponding increase. The demand therefore has been chiefly provisional, and the whole matter will be rectified as soon as the letters of allotment of the new loan have been issued. The diminution in the stock of bullion and in the reserve of notes and coin are comparatively unimportant.

The quotations for money are as follows:

	Per cent.		Per cent.
Bank rate.....	3 1/2	4 months' bank bills.....	3 1/2 @ 4
Open-market rates at call.....	3 1/2	6 months' bank bills.....	4 @
30 and 60 days' bills.....	3 1/2 @ 3 3/4	4 and 6 months' trade bills.....	4 1/2 @ 4 3/4
3 months' bills.....	3 1/2 @ 3 3/4		

The rates of interest allowed by the joint stock banks and discount houses for deposits are subjoined:

	Per cent.		Per cent.
Joint stock banks.....	2 1/2		
Discount houses at call.....	2 1/2		
Discount houses with 7 days' notice.....	2 1/2		
Discount houses with 14 days' notice.....	3		

The following are the quotations for money at the leading Continental cities:

	Bank rate.	Open rate.	Bank rate.	Open rate.
	per cent.	per cent.		per cent.
Paris.....	5	4 1/2 - 5	Lisbon and Oporto.....	7
Amsterdam.....	2 1/2	2 1/2	St. Petersburg.....	6
Hamburg.....	2 1/2	2 1/2 - 3	Brussels.....	3 1/2
Berlin.....	4	3 1/2	Turin, Florence and	5
Frankfort.....	4	3 1/2	Rome.....	4 1/2 - 5
Vienna and Trieste.....	5	5	Antwerp.....	4
Madrid, Cadiz and Barcelona.....	6	6	Bremen.....	3
			Leipzig.....	4 1/2

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English Wheat, the price of Middling Upland Cotton, and of No. 40 Mule Yarn, fair second quality, and the weekly Clearing House return compared with the four previous years:

	1868.	1869.	1870.	1871.	1872.
Circulation, including bank post bills.....	25,514,672	24,796,575	25,059,821	26,340,466	26,757,401
Public deposits.....	3,379,081	3,740,685	6,090,576	4,731,757	6,710,967
Other deposits.....	20,667,439	13,103,655	20,589,115	24,411,661	26,129,645
Government securities.....	14,790,302	14,900,856	12,484,379	14,669,090	13,385,646
Other securities.....	16,292,387	14,394,639	25,492,033	17,521,536	26,394,638
Reserve of notes and coin.....	11,408,609	11,235,342	9,330,831	15,488,908	11,477,943
Coin and bullion.....	21,371,989	20,507,047	18,761,616	26,213,138	22,826,068
Bank rate.....	2 p. c.	3 p. c.	6 p. c.	2 p. c.	3 1/2 p. c.
Consols.....	93 1/2 d.	93 d.	93 d.	93 1/2 d.	92 1/2 d.
Price of wheat.....	61s. 1d.	51s. 9d.	52s. 10d.	58s.	59s. 1d.
Mid. Upland cotton.....	12 1/2 d.	7 1/2 d.	7 1/2 d.	8 15-16d.	9 1/2 d.
No. 40 mule yarn fair 2d quality.....	1s. 1 1/2 d.	1s. 4 1/2 d.	1s. 1 1/2 d.	1s. 2d.	1s. 3d.
Clearing House return.....	75,665,000	80,998,000	89,535,000	116,642,000	147,553,000

The state of the bullion market is uncertain, but during the last two days a demand for gold for Germany has arisen. Silver is firm in value. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley & Blake.

	GOLD.	s. d.	s. d.
Bar Gold.....	per oz. standard.	77 9	@
Bar Gold, fine.....	per oz. standard, last price.	77 9	@
Bar Gold, Refinable.....	per oz. standard, last price.	77 11	@
South American Doubloons.....	per oz. old, 5 2 1/2 new, 5 0	73 9	@
United States Gold Coin.....	per oz. last price	76 3	@
	SILVER.	s. d.	s. d.
Bar Silver, Fine.....	per oz. standard.	5 0 1/2	@
Bar Silver, containing 5 grs. Gold.....	per oz. standard	5 0 1/2	@
Mexican Dollars.....	per oz. old, 5 2 1/2 new, 5 0	4 11 1/2	@
Five Franc Pieces.....	per oz. last price	4 11 1/2	@

In the stock markets rather more firmness has been apparent, but business, except in the French loan, has been somewhat restricted in consequence of the commencement of the holiday season. The changes in prices are mostly favorable. American Government stocks have been rather dull and lower. The closing prices of consols and of the principal American securities this afternoon were as follows:

Consols for money.....	92 1/2 @ 92 3/4
do for September account.....	92 1/2 @ 92 3/4
Reduced and New Three Per Cent. Bonds.....	92 1/2 @ 92 3/4
United States 6 per cent 5 20 bonds, ex 4-6.....	91 1/2 @ 91 3/4
do 2d series.....	91 1/2 @ 91 3/4
do 1865 issue.....	92 1/2 @ 92 3/4
do 1867 issue.....	91 1/2 @ 91 3/4
do 5 per cent. 10-40 bonds, ex 4-6.....	89 1/2 @ 90 1/4
do 5 per cent. Funded Loan, 1871, ex 4-6.....	89 1/2 @ 89 3/4
Atlantic and Gt. West, 8 per cent. Debent's, Bischoffsheim's cfs.....	42 @ 44
Ditto Consolidated Bonds, 7 per cent., Bischoffsheim's certificates.....	33 @ 35
Ditto 1st Mortgage, 7 per cent. bonds.....	70 @ 72
Ditto 2d Mortgage, 7 per cent. bonds.....	61 @ 63
Erie Shares, ex 4-6.....	38 1/2 @ 38 3/4
do unstamped.....	@
Ditto 6 per cent. Convertible Bonds.....	92 @ 94
Illinois Central Shares, \$100 pd., ex 4-6.....	102 @ 104
Illinois and St. Louis Bridge, 1st mort.....	98 @ 100
Louisiana 6 per cent. Levee Bonds.....	54 @ 56
Massachusetts 5 per cent. sterling bds, 1900.....	94 @ 96
New Jersey United Canal and Rail bds.....	99 @ 101
Panama Gen. Mort. 7 per cent. bonds, 1897.....	@
Pennsylvania Gen. Mort. 6 per cent. bds, 1910.....	97 @ 98
Virginia 6 per cent. bonds.....	44 @ 47

Harvest work is now becoming general in the south of England, but the weather is somewhat unsettled, though not sufficiently so to check the work of reaping. There is still, however, greater reason to believe that in the midland and northern counties and in Scotland the harvest will be very late. The trade for wheat during the week has been exceedingly quiet, but the holders of produce, more especially of good and fine qualities, are unwilling to sell at lower prices. The French crop is reported to be excellent, and if so France may export largely to us, as her financial state will necessitate her selling as much of her produce in foreign countries as she can conveniently spare. Indeed, it is not improbable that her export during the early part of the season may exceed her capacity, and may result in her being an importer during the close of the season.

The following statement shows the imports and exports of grain and flour into and from the United Kingdom since harvest viz., from Aug. 26 to the close of last week, compared with the corresponding period in the three previous seasons:

	1871-2.	1870-1.	1869-70.	1868-9.
Wheat.....cwt.	35,402,397	31,069,181	35,692,828	24,881,571
Barley.....	11,477,219	7,122,502	7,264,905	8,608,760
Oats.....	9,852,516	9,082,604	10,252,389	5,530,680
Peas.....	998,132	1,585,890	1,755,575	1,085,718
Beans.....	3,082,328	1,868,295	1,663,725	2,429,677
Indian Corn.....	18,167,007	14,516,667	16,283,933	12,048,661
Flour.....	3,004,442	4,104,770	5,604,853	3,409,340
	IMPORTS.			
Wheat.....cwt.	2,199,271	3,231,491	997,311	163,281
Barley.....	16,311	111,332	109,635	109,399
Oats.....	106,355	1,457,649	557,015	122,087
Peas.....	9,946	53,630	14,286	24,566
Beans.....	3,060	18,541	3,037	4,489
Indian Corn.....	28,987	67,323	16,354	4,470
Flour.....	81,785	1,849,056	94,539	31,816
	EXPORTS.			

The third series of colonial wool sales for the current year were brought to a close on Tuesday last. The quantity catalogued was 198,225 bales, and only 7,174 bales were bought in or withdrawn. A leading circular states that a feature of considerable importance at the sales was the revival of the demand for wool for the United States. The amended tariff, which is to come into operation on the 1st of August, and which will admit of the import of wool at a lower duty, together with the fact that the difficulties attending the Geneva arbitration, which at one period appeared insuperable, had been surmounted, induced American buyers to operate more freely, but chiefly in unwashed. Their transactions, however, gave an impetus to the market, and as they were quickly followed by French buyers, the sales from that time progressed in a very satisfactory manner. Considering, in fact, the large supply of wool offered, the embarrassment of France, and the unsettled state of the weather, the result of the sales must be considered as highly favorable. During the next two sales about 150,000 bales will be brought forward, and it is anticipated that the supply available for the next series, which will be commenced on the 12th September, will be about 80,000 bales.

Advices from Manchester state that the cotton goods market during the last week has shown a greater depression than we have experienced for a very considerable period. Although yarns and cloths are being freely offered at a reduction on Tuesday's rates, buyers' operations are confined within the lowest limits. The large stock of cotton in Liverpool, and encouraging prospects of the growing crops, has shaken confidence generally, and the feeling is that quotations in the market will yet be lower. Home and export yarns have been in poor request to-day. Forties Indian mull yarns keep moderately steady, but the demand is insignificant. There is little doing in water twist for China; for the Continent buyers are operating only in small quantities. Doubled yarns are difficult to move, and values are lower all round. In home trade yarns the inquiry is but languid, with considerable irregularity in processes. The goods market has been quiet, with small demand for any description of cloth. India and China shirtings are flat, at easier rates. Fine goods are unchanged in value, but the demand has been somewhat limited in extent. Heavy cloths have hardly been so good to sell, and the turn has been in buyers' favor. The market closes dull and inactive, after a most unsatisfactory business.

The following relate chiefly to the state of the coal and iron trades:

NORTH OF ENGLAND.—Coal and iron still maintain their prices on 'Change, and, indeed, are advancing; but the amount of business done at the high rates is not very great just now, as most of the produce is contracted for. Iron is still rising, bars being quoted to-day at an advance of 10s; £13 is readily obtained. Coal is now quoted at 2s per ton; steam coals are 21s; for best households there is a quieter tone, however, and the amount of business is not great. There is a good prospect for sailing ships, which are now getting very good freights, although for early turns a shilling a ton to the collieries is demanded. Steam shipping quiet, and the high price of coals must make a serious difference to the cost of their working, while freights are low. The chemical trade is brisk, and there is an advance in the price of alkali and bleaching powder, the latter recovering its former price and being more in demand. The Esparto grass trade is still quiet and prices as before. The general trade of the district is not so active as it was, and a failure or two has rather shaken public confidence.

SOUTH WALES IRON.—There are no special features in connection with the iron and tin plate trades to report this week. In the coal trade the relations between the masters and the colliers have again assumed a very serious aspect. The men demanded an increase of 4d per ton for cutting house coal, but the masters decline making the concession, offering as a compromise to give an advance to 10 per cent on the 1st September. This the men refused, and on Thursday nearly the whole of the house coal colliers in the Rhondda and Merthyr valleys turned out on strike. With regard to the iron trade the American demand is reported as satisfactory as to prices. There is some difficulty in ascertaining actual quotations, but it may be safely said that the tendency is still upward, and must continue so as long as fuel and raw material continues to rise in value. The scarcity of skilled labor is still felt in the district, but in the supply of iron ores there is some improvement. The tin plate trade continues prosperous, there being more difficulty in executing orders than in securing them.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph, as shown in the following summary:

London Money and Stock Market.—American securities close at generally advancing prices.

The bullion in the Bank of England has decreased £65,000 during the past week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	92½	92½	92½	92½	92½	92½
" account.....	92½	92½	92½	92½	92½	92½
U. S. 6s (5-20s), 1862.....	32	32	32	32	32	32
" old, 1865.....	93½	93½	93½	93½	93½	93½
" 1867.....	92	92	92	92	92	92
U. S. 10-40s.....	89½	89½	89½	89½	89½	89½
New 5s.....	89½	89½	89½	89½	89½	89½

The daily quotations for United States 6s (1862) at Frankfurt were.

Frankfurt.....	96½
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—This market closes quiet at an advance in all articles except barley.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western).....	27 6	28 0	28 6	28 6	28 6	28 6
Wheat (No. 2 R'd W'n. sp).....	11 3	11 4	11 6	11 6	11 6	11 6
" (Red Winter).....	12 0	12 4	12 4	12 4	12 4	12 4
" (California White).....	12 0	12 4	12 4	12 4	12 4	12 4
Corn (W. m'd).....	27 0	27 6	27 9	27 6	27 6	27 6
Barley (Canadian).....	3 8	3 8	3 8	3 8	3 8	3 8
Oats (Am. & Can.).....	2 7	2 8	2 9	2 9	2 9	2 9
Peas (Canadian).....	35 0	35 6	35 6	35 6	35 6	35 6

Liverpool Provisions Market.—Beef, pork and cheese have declined, while bacon and lard have each advanced.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (Pr. mess) new.....	61 0	60 0	60 0	60 0	60 0	60 0
Pork (Prime mess).....	46 0	46 0	46 0	46 0	46 0	46 0
Bacon (Cum. cut).....	29 6	30 0	31 0	32 0	32 6	32 6
Lard (American).....	38 3	38 3	38 6	38 6	38 9	39 0
Cheese (Amer'n line).....	56 0	56 0	56 0	56 0	56 0	56 0

Liverpool Produce Market.—This market closes at a decline of 3d. in the prices of tallow, and an advance of 2s. in spirits turpentine.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (com. N. C.).....	8 0	8 0	8 0	8 0	8 0	8 0
" fine.....	17 0	17 0	17 0	17 0	17 0	17 0
Petroleum (refined).....	1 5	1 5	1 5	1 5	1 5	1 5
" (spirits).....	1 1	1 1	1 1	1 1	1 1	1 1
Tallow (American).....	42 9	42 9	42 9	42 9	42 9	42 6
Cloverseed (Am. red).....	42 0	42 0	42 0	42 0	42 0	42 0
Spirits turpentine.....	34 0	34 0	37 0	37 0	37 0	37 0

London Produce and Oil Markets.—With the exception of a decline of 5s in linseed oil these prices remain unchanged.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lins'd c'ke (obl).....	10 0	10 0	10 0	10 0	10 0	10 0
Linseed (Calcutta).....	63 6	63 6	63 6	63 6	63 6	63 6
Sugar (No. 12 D'ch std).....	34 0	34 0	34 0	34 0	34 0	34 0
on spot.....	34 0	34 0	34 0	34 0	34 0	34 0
Sperm oil.....	82 0	82 0	82 0	82 0	82 0	82 0
Whale oil.....	39 0	39 0	39 0	39 0	39 0	39 0
Linseed oil.....	37 5	37 0	37 0	37 0	37 0	37 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show an increase in both dry goods and general merchandise. The total imports amount to \$9,254,668 this week against \$7,378,540 last week, and \$5,535,341 the previous week. The exports are \$4,976,118 this week, against \$5,278,242 last week, and \$4,052,332 the previous week. The exports of cotton the past week were 7,688 bales, against 9,068 bales last week. The following are the imports at New York for week ending (for dry goods) Aug. 8, and for the week ending (for general merchandise) Aug. 9:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1869.	1870.	1871.	1872.
Dry goods.....	\$2,059,677	\$1,975,143	\$1,039,796	\$3,748,433
General merchandise.....	2,738,937	3,239,003	5,650,676	5,506,235
Total for the week.....	\$4,798,614	\$5,214,146	\$6,690,472	\$9,254,668
Previously reported.....	189,607,392	179,411,804	230,132,583	267,911,676

Since Jan. 1..... \$194,436,006 \$184,625,950 \$339,823,055 \$277,166,341

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending Aug. 13:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1869.	1870.	1871.	1872.
For the week.....	\$4,568,552	\$3,288,748	\$3,959,636	\$4,976,118
Previously reported.....	112,617,987	110,747,571	142,285,345	133,608,371

Since Jan. 1..... \$117,186,539 \$114,036,319 \$146,244,981 \$138,584,489

The following will show the exports of specie from the port of New York for the week ending August 10, 1872:

Aug. 6—Briz L. W. Armstrong, Arroyo—American gold coin.....	\$5,000	Aug. 8—Str. Thuringia, Hamburg—Base bullion.....	\$44,001
Aug. 7—Str. Frankfurt, Southampton—Silver bullion.....	53,000	Aug. 10—Str. Bienville, La. Libertad—American silver coin.....	10,000
Aug. 7—Str. Russia, Liverpool—Foreign silver coin.....	13,000	Aug. 10—Str. City of New York, Liverpool—Silver bars.....	6,800
Aug. 7—Str. Idaho, Liverpool—Gold bars.....	117,625	Aug. 10—Str. Deutschland, Southampton—Silver bars.....	31,000
Aug. 7—Str. Idaho, Liverpool—Silver bars.....	6,800		
Total for the week.....			\$377,227
Previously reported.....			54,861,039
Total since Jan. 1, 1872.....			\$55,238,266

Same time in 1871.....	\$52,330,516	Same time in 1867.....	\$38,674,712
1870.....	40,715,781	1866.....	51,977,146
1869.....	23,436,848	1865.....	18,972,016
1868.....	62,584,689		

The imports of specie at this port during the past week have been as follows:

Aug. 6—Str. Tybee, San Domingo—		Tampico—	
Silver.....	\$360	Silver.....	\$6,042
Gold.....	198	Aug. 10—Schr. B. F. Waite,	
Aug. 8—Schr. A. A. Holton,		Campeche—	
Silver.....		Silver.....	300
Total for the week.....			
Previously reported.....			

Total since January 1, 1872.....	\$2,797,831
Same time in	
1871.....	\$7,362,588
1870.....	7,405,375
1869.....	9,815,380
1868.....	\$4,524,114

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury and Custom House.

1.—Securities held by the U. S. Treasurer in trust for National banks and balance in the Treasury:

Week ending	For Circulation	For U. S. Deposits	Total	—Bal. in Treasury— Coin. Currency.	Coin certificates outst'd'g
Aug. 12.....	362,735,000	15,716,500	378,451,500		
Aug. 19.....	363,286,300	15,691,500	378,977,800	90,076,000	4,524,000
Aug. 26.....	363,490,600	15,691,500	379,182,100		18,924,000
Sept. 2.....	361,153,000	15,691,500	376,844,500		
Sept. 9.....	364,529,700	15,569,500	380,099,200	95,000,000	4,592,400
Sept. 16.....	366,945,450	15,401,500	382,346,950	95,933,973	6,015,335
Sept. 23.....	365,389,900	15,519,400	380,909,300	95,544,094	5,309,611
Sept. 30.....	365,940,350	15,655,500	381,595,850		15,233,500
Oct. 7.....	366,205,800	15,519,500	381,725,300	93,045,223	8,546,892
Oct. 14.....	366,368,650	15,619,500	381,988,150	94,164,227	9,764,436
Oct. 21.....	366,910,050	15,569,500	382,479,550	97,036,115	7,621,365
Oct. 28.....			382,489,850		15,824,500
Nov. 11.....	367,702,450	15,279,000	382,981,450	95,242,490	6,022,725
Nov. 18.....	367,945,950	15,279,000	383,224,950	93,061,448	6,576,968
Nov. 25.....	368,288,200	15,278,000	383,566,200	92,756,575	7,055,507
Dec. 2.....	368,605,700	15,229,000	383,834,700		20,354,906
Dec. 9.....	368,044,000	15,229,000	383,273,000	103,076,290	8,642,092
Dec. 16.....	369,534,500	15,249,000	384,783,500	108,393,919	8,125,171
Dec. 23.....	369,652,500	15,249,000	384,901,500		31,887,500
Jan. 6.....	370,787,900	15,351,000	386,138,900		
Jan. 13.....	370,452,400	15,351,000	385,803,400	103,248,419	12,156,056
Jan. 20.....	370,681,400	15,331,000	386,012,400	103,977,000	10,943,000
Jan. 27.....	371,327,550	15,381,000	386,708,550	105,549,177	10,464,899
Feb. 3.....	371,451,950	15,398,000	386,849,950		37,294,500
Feb. 10.....	371,788,950	15,378,000	387,166,950	106,001,620	12,304,665
Feb. 17.....	372,398,450	15,432,000	387,830,450	106,741,260	12,856,479
Feb. 24.....	373,196,950	15,607,000	388,803,950	110,187,700	10,425,572
March 2.....	373,825,250	15,659,000	389,484,250		33,526,000
March 9.....	373,742,750	15,659,000	389,401,750	112,413,411	11,189,251
March 16.....	374,032,750	15,659,000	389,691,750		31,454,000
March 23.....	374,334,650	15,659,000	389,993,650	119,042,747	10,033,076
March 30.....	374,583,450	15,659,000	390,242,450		30,290,000
April 6.....	374,856,450	15,650,000	390,506,450	121,582,680	8,114,273
April 13.....	375,212,450	15,409,000	390,621,450	124,064,191	9,102,961
April 20.....	375,602,450	15,309,000	391,171,450	128,131,303	7,592,683
April 27.....	376,091,950	15,559,000	391,650,950	129,617,930	9,105,433
May 4.....	376,934,950	15,519,000	392,453,950		25,272,500
May 11.....			392,453,950	103,318,656	13,602,100
May 18.....	377,558,200	15,552,000	393,110,200	100,618,340	12,019,942
May 25.....	377,749,200	15,552,000	393,301,200	97,157,152	6,644,370
June 1.....	378,241,200	15,552,000	393,793,200		25,510,700
June 8.....	379,148,200	15,722,000	394,870,200	87,339,756	5,557,722
June 15.....	379,429,200	15,722,000	395,151,200	86,779,932	5,429,727
June 22.....	379,708,200	15,722,000	395,430,200	85,883,165	8,077,851
June 29.....	380,400,700	15,720,000	396,120,700		24,876,000
July 6.....	380,420,200	15,809,000	396,229,200		
July 13.....	381,108,900	15,859,000	396,967,900		
July 20.....	381,374,750	15,859,000	397,233,750	71,394,841	9,764,610
July 27.....	381,934,200	15,759,000	397,693,200	69,919,613	11,421,353
Aug. 3.....	382,834,200	15,759,000	398,593,200		31,866,800
Aug. 10.....	382,875,200	15,767,000	398,642,200	72,082,407	10,393,222

2.—National bank currency in circulation; fractional currency received from the Currency Bureau by U. S. Treasurer, and distributed weekly; also the amount of legal tenders distributed:

Week ending	Notes in Circulation	Fractional Currency Received	Leg. Tenders Distributed
Aug. 12.....	375,000	375,000	1,512,459
Aug. 19.....	320,816,919	445,500	505,574
Aug. 26.....	321,373,880	492,000	1,146,000
Sept. 2.....	321,750,225	502,500	1,155,500
Sept. 9.....	322,068,085	508,500	473,116
Sept. 16.....	322,489,245	598,000	1,059,134
Sept. 23.....	323,056,375	556,500	1,236,500
Sept. 30.....		780,800	728,500
Oct. 7.....	323,259,270	864,400	4,113,000
Oct. 14.....	323,596,692	866,500	1,512,892
Oct. 21.....	323,985,382	697,300	3,785,000
Oct. 28.....	324,526,652		
Nov. 11.....	324,946,862	774,300	1,168,000
Nov. 18.....	325,834,497	780,200	284,756
Nov. 25.....	325,605,600	786,600	505,795
Dec. 2.....	326,004,550	655,500	1,071,607
Dec. 9.....	326,773,456	766,100	2,522,458
Dec. 16.....	329,265,566	758,600	2,300,000
Dec. 23.....	327,578,628		
Jan. 6.....	328,183,118	379,300	1,499,500
Jan. 13.....	328,742,581	757,500	578,500
Jan. 20.....	329,999,311	761,700	296,500
Jan. 27.....	329,318,991	375,000	547,000
Feb. 3.....	329,606,751	841,000	932,682
Feb. 10.....	329,945,201	698,200	782,400
Feb. 17.....	330,404,946	844,800	710,000
Feb. 24.....	330,822,576	702,000	499,000
March 2.....	331,180,792	844,800	1,060,500
March 9.....	331,968,376	810,400	622,758
March 16.....	332,307,814	840,800	1,478,000
March 23.....	332,780,274	704,000	664,000
March 30.....	332,847,294	844,800	2,533,000
April 6.....	332,751,322	827,200	2,289,000
April 13.....	333,299,692	924,000	646,500
April 20.....	333,289,819	930,000	733,500
April 27.....	333,575,557	931,200	531,500
May 4.....	333,771,627	880,800	3,345,000
May 11.....	334,000,303	500,000	1,083,500
May 18.....	334,324,348	340,800	463,500
May 25.....	334,463,223	319,200	1,068,800
June 1.....	334,934,913	216,000	3,031,000
June 8.....	335,481,477	1,686,000	280,800
June 15.....	335,743,997	210,400	544,400
June 22.....	335,908,317	327,200	910,500
June 29.....	336,180,612	329,600	446,500
July 6.....	336,119,373	916,000	2,735,500
July 13.....	336,274,772	1,078,400	511,600
July 20.....	336,556,092	1,115,400	1,045,100
July 27.....	337,074,657	1,016,800	786,300
Aug. 3.....	337,535,912	534,400	503,500
Aug. 10.....	337,296,477	463,200	475,500

—Messrs. Gibson, Cazanova & Co., Bankers, No. 50 Exchange Place, offer the first mortgage seven per cent gold bonds of the Jacksonville, Northwestern and Southeastern Railway Company, of Illinois. This road, when finished, will be 125 miles in length, extending from Jacksonville to Mount Vernon, Illinois, thirty miles of it being already completed. At Mount Vernon it will connect with the St. Louis and Southeastern Railway, thus forming a line for Shawneetown, Ill., and Evansville, Ind., both on the Ohio river. The road connects directly for purposes of freight and traffic with the principal local lines in Illinois, and intersects the great seaboard trunk lines. So that, while forming a part of a through route to the seaboard, it has access to the business of the important local lines. The amount of bonds issued on the road will be only \$20,000 per mile, and Messrs. Gibson, Cazanova, & Co., the financial agents, recommend them confidently, after making a personal examination of the affairs and substantial prospects of the enterprise. The price is 90 and accrued interest. Further details will be found in the advertisement on another page.

—Messrs. Smith & Hannaman, of Indianapolis, Indiana, who make a specialty of dealings in County Bonds, School Bonds, City Bonds, and bonds and mortgages of individuals or corporations, in that State, publish an interesting little pamphlet in regard to the advantages of these several investments, which they will furnish on application. It is a well known fact that rates of interest in the Western States are high, ranging often from 8 to 10 per cent. on securities or real estate mortgages, that are really first class. Our readers having money to invest, may find it of advantage to correspond with Messrs. Smith & Hannaman, and ascertain the advantages which they can offer in the way of securities or mortgages paying a high rate of interest.

—Messrs. John J. Cisco & Son, are offering at 90 and interest, the first mortgage bonds of the Houston and Texas Central Railroad. These bonds are issued at the rate of \$20,000 per mile of finished road, and cover 10,000 acres of land per mile. They bear 7 per cent. gold interest; and considering the already successful business on the completed portion of the road, and the high character of the financial agents, the bonds are such as to attract much attention from investors.

—The German American Bank of this city, as will be seen by their card in another column, issues bills of exchange and travelers credits available in all parts of Europe. This bank has lately increased its capital to \$2,000,000, in order to provide for its rapidly growing business.

BANKING AND FINANCIAL.

BANKING HOUSE OF HENRY CLEWS & Co.,
32 Wall street, N. Y.

Bills of Exchange on England, Ireland, Scotland and the Continent.

Commercial Credits for use in Europe, South America, East and West Indies, China and Japan.

Circular Notes and Travellers' Credits available in all parts of the world.

Also, Telegraphic Transfers of Money on Europe, Havana and California.

Deposit accounts received, bearing interest and subject to check at sight.

Certificates of Deposit issued and Collections made. State, City and Railroad Loans negotiated.

CLEWS, HABICHT & Co.,
11 OLD BROAD STREET, LONDON.

INVESTMENTS.

The Large Sales of Northern Pacific 7 3/8 Gold Bonds show their popularity with investors, and we recommend them to the public because of their ABSOLUTE SAFETY, both as a first-class Railroad Security and a Real Estate Mortgage on Lands worth twice the amount of the proposed Loan.

The Bonds have thirty years to run—payable, principal and interest, in gold—exempt from United States Tax to the Holder—are a first and only mortgage on the Road and its earnings, and upon a Government Grant of Land averaging on completion of the Road about 23,000 acres per mile of track.

Believing that these Bonds, both in point of safety and profitability, constitute such a security as judicious investors can approve, we recommend them to the public. Government Bonds and all marketable securities received in exchange at current quotations, without cost to the investor.

JAY COOKE & CO.,
New York, Philadelphia and Washington.

Railroad and Miscellaneous Stocks.—A strong disposition to sell stocks was developed early in the week, following upon the weak tone which was so noticeable on Friday and Saturday previous. The result of this movement was a general decline of some importance on nearly the whole list, the lowest point being

touched on Monday, when Central and Hudson sold to 95½, Erie 46½ (but subsequently lower, reaching 44½ to-day), Lake Shore 88 Northwestern 72½, Union Pacific 33½, Western Union Telegraph, 69½, Pacific Mail 72½. The market since then has been stronger, and the depression has somewhat the appearance of having been made for the speculative purpose of "getting in" at lower prices. Erie has been an exception to the general rule, and has been weakest yesterday and to-day, though closing about 1 per cent better than the lowest point.

Railroad earnings for the month of July, and the first seven months of 1872, as compared with 1871, will be found on another page.

The following were the highest and lowest prices of the active list of railroad and miscellaneous stocks on each day of the last week:

	Saturday Aug. 10.	Monday Aug. 12.	Tuesday Aug. 13.	Wednesday Aug. 14.	Thursday Aug. 15.	Friday Aug. 16.
N. Y. Cen. & H. R.	114½	115½	115½	115½	115½	115½
Harlem	47	46½	47½	47½	47½	47½
Erie	44½	44½	44½	44½	44½	44½
do pref.	89½	89½	89½	89½	89½	89½
Lake Shore	88½	88½	88½	88½	88½	88½
Wabash	73	73½	73½	73½	73½	73½
Northwestern	72½	73½	73½	73½	73½	73½
do pref.	89½	89½	89½	89½	89½	89½
Rock Island	110½	110½	110½	110½	110½	110½
St. Paul	83½	83½	83½	83½	83½	83½
do pref.	78½	78½	78½	78½	78½	78½
Ohio & Miss.	41	41½	41½	41½	41½	41½
Central of N. Y.	107½	107½	107½	107½	107½	107½
Boston, H. & E.	107½	107½	107½	107½	107½	107½
Del. L. & W.	103½	103½	103½	103½	103½	103½
Hann. & St. Jos.	38	38	38	38	38	38
do pref.	57	57	57	57	57	57
Union Pacific	31	31½	31½	31½	31½	31½
Col. Chic. & L.C.	33½	34½	34½	34½	34½	34½
Panama	122½	122½	122½	122½	122½	122½
Wes. Un. Tel.	70½	70½	70½	70½	70½	70½
Quicksilver	42½	42½	42½	42½	42½	42½
do pref.	51½	51½	51½	51½	51½	51½
Pacific Mail	51	51½	51½	51½	51½	51½
Adams Exp.	97½	97½	97½	97½	97½	97½
Am. Merch.	74½	74½	74½	74½	74½	74½
United States	82½	82½	82½	82½	82½	82½
Wells, Fargo	87½	87½	87½	87½	87½	87½
Can. Pac.	94	94	94	94	94	94

* This is the price bid and asked, no sale was made at the Board.

The range in these stocks since January 1 has been as follows:

	Since January 1. Lowest.	Since January 1. Highest.		Since January 1. Lowest.	Since January 1. Highest.
N. Y. Cen. & H. R.	91½	101½	Hann. & St. Jos.	36½	38½
Harlem	45	47½	do pref.	55	57½
Erie	40	46½	Union Pacific	28½	31½
do pref.	80	87½	Col. Chic. & L.C.	19½	21½
Lake Shore	88	89½	Panama	122	123½
Wabash	70½	74½	Wes. Un. Tel.	69½	71½
Northwestern	66½	73½	Quicksilver	41½	43½
do pref.	85½	89½	do pref.	50½	52½
Rock Island	105½	110½	Pacific Mail	50½	51½
St. Paul	82½	83½	Adams Exp.	96	97½
do pref.	74½	78½	Am. Merch.	73½	74½
Ohio & Miss.	42	41½	U. S. Express	60½	61½
Central of N. Y.	106½	107½	Wells, F. & Co.	86½	87½
Boston, H. & E.	107½	107½	Can. Pac.	92½	94½
Del. L. & W.	102½	103½			

The Gold Market.—Gold has commanded much less attention than last week, and the movements of the clique have not been so apparent in the workings of the market. The price declined to 114½ yesterday, but subsequently rallied after the Treasury sale and has since been stronger, opening to-day at 115½, and closing at 115½, with more activity in the transactions. Cash gold has been easily obtainable and rates paid for "carrying" all the week, ranging to-day at 1 and 2 per cent to flat. The gold party is reported to assert that the temporary decline in price, and the ease in cash gold are a part of their programme, and that the premium will again take an upward turn. It was also stated this afternoon that the Canadian banks were shipping gold to Canada. On Thursday the Treasury sold \$1,000,000, the bids amounting to \$2,730,000. Custom receipts for the week amount to \$3,720,000.

The following table will show the course of the gold premium each day of the past week:

	Open- ing.	Low- est.	High- est.	Clos- ing.	Total Clearings.	Balances. Gold.	Currency.
Saturday, Aug. 10.	115½	115½	115½	115½	\$1,566,000	\$2,746,987	\$3,329,762
Monday, " 12.	115½	115½	115½	115½	32,841,000	2,747,300	3,163,317
Tuesday, " 13.	115½	115½	115½	115½	37,692,000	3,973,885	4,592,543
Wednesday, " 14.	115½	115½	115½	115½	51,550,000	3,316,430	3,890,822
Thursday, " 15.	115½	115½	115½	115½	38,789,000	1,628,527	1,891,954
Friday, " 16.	115½	115½	115½	115½	36,648,000	1,533,238	1,760,590
Current week.	115½	115½	115½	115½	262,526,000	1,333,238	1,760,590
Previous week.	115½	115½	115½	115½	340,315,000	3,739,659	4,337,538
Jan. 1, 1872, to date.	109½	108½	115½	115½			

The following are the quotations in gold for foreign and American coin:

	Open- ing.	Low- est.	High- est.	Clos- ing.	Total Clearings.	Balances. Gold.	Currency.
American gold (old coinage).	4 p. c. premium.						
Sovereigns.	\$4 86	@ \$4 91					
Napoleons.	3 84	@ 3 88					
German X thalers.	7 85	@ 7 75					
Prussian X thalers.	8 05	@ 8 15					
Crusian Kronen.	6 55	@ 6 70					
X guilders.	3 90	@ 4 00					
Spanish doubloons.	15 98	@ 16 20					
Patriot doubloons.	15 50	@ 15 70					
American silver (new).	94½	@ 95					
American silver (old coinage).	1 p. c. premium.						
Dimes and half dimes.	—	@ —					
Five francs.	—	@ —					
French francs.	—	@ —					
English silver.	4 80	@ 4 85					
Prussian thalers.	—	@ —					
Specie thalers.	—	@ —					
Mexican dollars.	—	@ —					
South American dollars.	—	@ —					

Foreign Exchange.—The exchange market has continued depressed, and quotations have even been lower than those given last week. Short sight bills have been reduced to agree more nearly with 60 days' bills, as the Bank of England rate still remains without change. A feature of the market is the low price of exchange on Amsterdam, which is explained as follows by the *Daily Bulletin*:

"The depreciation of this in comparison with other continental exchange is explained by the fact that the legal tender

money of Holland is silver. Bills drawn on Holland being payable in silver are not available for remittance to other countries where gold is the legal tender, except at a great sacrifice in rates. This combined with the large amount of bankers' drafts constantly offering on Amsterdam against negotiations of American securities in that market—a favorite one for American securities—explains the cheapness in this market of Amsterdam exchange.

The following are the nominal rates:

	60 days.	3 days.
London prime bankers.	108½ @ 109½	108½ @ 109½
Good bankers.	108 @ 109	108 @ 109
Paris (bankers).	5 27½ @ 5 28½	5 27½ @ 5 28½
Antwerp.	5 23½ @ 5 24½	5 23½ @ 5 24½
Swiss.	5 22½ @ 5 23½	5 22½ @ 5 23½
Amsterdam.	40 @ 40½	40 @ 40½
Hamburg.	35½ @ 36	35½ @ 36
Frankfurt.	41 @ 41½	41 @ 41½
Bremen, new Reichsmark.	28½ @ 29	28½ @ 29
Prussian thalers.	7½ @ 7½	7½ @ 7½

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

	Custom House.	Receipts. Gold.	Sub-Treasury. Currency.	Payments. Gold.	Currency.
Saturday, Aug. 10.	\$103,923 14	\$103,923 14	\$103,923 14	\$103,923 14	\$103,923 14
Monday, " 12.	573,000	688,073 86	408,194 72	224,845 62	368,038 82
Tuesday, " 13.	824,000	579,222 10	253,992 86	101,834 79	391,713 18
Wednesday, " 14.	725,000	90,653 90	387,299 09	726,842 58	499,413 50
Thursday, " 15.	682,000	906,451 69	561,142 84	1,164,812 94	1,454,291 80
Friday, " 16.	4,900	524,253 53	1,519,915 55	1,510,912 50	296,985 71
Total	\$3,720,000				

Balance, Aug. 9. \$45,424,950 00

Balance, Aug. 16. \$47,539,651 24

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on August 10, 1872:

	AVERAGE AMOUNT OF					
BANKS.	Capital.	Loans and Discounts.	Specie.	Circulation.	Net Deposits.	Legal Tenders.
New York City	\$5,000,000	\$2,789,306	\$2,078,600	\$854,000	\$12,018,500	\$1,389,000
Manhattan Co.	2,050,000	6,341,800	469,400	9,700	3,996,500	615,000
Merchants	3,000,000	6,662,000	1,115,400	355,000	5,578,200	1,624,000
Mechanics	2,000,000	6,064,000	496,600	492,800	4,637,000	887,000
Union	1,500,000	4,952,000	532,700	479,300	3,178,500	364,000
America	3,000,000	4,524,200	995,400	1,300	5,621,100	1,714,200
Phoenix	1,800,000	4,631,600	498,400	519,800	3,130,700	634,000
City	1,000,000	5,599,000	714,300	500	4,169,900	339,000
Traders' Bank	1,000,000	4,055,000	380,300	767,300	2,823,500	205,300
Fulton	600,000	1,908,200	150,200	1,636,400	1,636,400	623,000
Chemical	300,000	6,433,800	237,200	—	4,217,200	1,045,800
Merchants Exchange	1,235,000	3,391,000	183,600	450,100	2,741,500	67,000
Gallatin	1,500,000	3,245,000	225,300	489,100	1,908,000	479,000
Butchers & Drovers	800,000	2,646,000	19,000	552,400	2,010,000	530,000
Mechanics and Traders	600,000	1,997,300	45,400	210,900	1,454,000	28,000
Greenwich	200,000	1,056,300	—	2,700	857,700	125,000
Leather Manufacturers	600,000	3,045,700	274,100	265,000	2,278,300	452,000
Seventy Ward	500,000	1,231,600	71,100	73,000	1,065,100	153,000
Bank of Albany	2,000,000	2,300,100	73,300	553,100	1,137,500	3,260,000
American Exchange	5,000,000	10,138,000	21,100	88,900	5,523,470	1,712,700
Commerce	10,000,000	21,013,000	482,300	3,111,500	7,413,300	3,718,500
Broadway	1,000,000	8,573,400	1,152,500	90,000	7,532,300	1,245,000
Mechanics' Bank	1,000,000	4,117,800	45,400	210,900	1,454,000	28,000
Pacific	422,700	1,032,000	—	3,300	1,489,500	247,700
Republic	2,000,000	4,301,300	99,500	87,000	3,225,100	323,000
Onaham	450,000	2,478,300	95,300	129,900	2,360,700	645,000
People's	412,500	1,604,800	8,300	5,600	1,532,200	281,300
North America	1,000,000	3,994,600	225,900	5,600	6,115,000	210,000
Hanover	1,000,000	2,335,100	134,900	285,900	1,331,400	310,000
Irving	500,000	2,463,000	14,300	181,200	2,318,000	622,000
Metropolitan	4,000,000	10,772,000	1,017,100	1,139,700	6,288,800	3,260,000
Citizens	400,000	1,592,800	50,100	1,200	1,486,900	366,000
Nassau	1,000,000	2,196,600	36,500	3,900	1,971,900	275,000
Market	1,000,000	3,043,400	113,500	287,500	2,015,500	479,000
Michigan	1,000,000	2,471,000	71,700	257,000	1,137,500	67,000
St. Nicholas	1,000,000	2,647,000	7,700	787,000	1,191,900	471,000
Shoe and Leather	1,000,000	3,631,000	140,600	790,300	2,672,000	438,000
Corn Exchange	1,000,000	2,786,400	13,500	5,000	1,806,100	904,000
Continental	2,000,000	4,486,100	161,800	578,700	3,194,000	944,000
Commonwealth	750,000	2,058,200	36,500	243,600	2,166,200	638,000
Oriental	300,000	1,625,500	6,300	4,100	1,506,200	191,000
Marine	400,000	2,417,300	21,800	860,400	2,184,900	312,400
Atlantic	300,000	921,300	21,300	98,800	632,900	207,000
Importers and Traders	1,500,000	14,750,000	160,200	59,900	13,997,800	3,260,000
Park	2,000,000	19,188,900	635,400	836,400	23,717,100	5,834,000
Mechanics' Banking Ass.	500,000	1,224,500	148,400	3,400	1,044,000	238,000
Grocers	300,000	789,100	4,500	1,900	704,500	186,000
North River	400,000	1,124,300	16,500	10,800	1,010,100	267,000
East River	350,000	1,041,000	8,600	224,500	801,200	242,000
Manufacturers & Mer.	1,000,000	1,576,800	82,300	700	1,423,300	363,000
Fourth National	5,000,000	22,465,000	14,000	7,000	19,592,100	5,124,800
Central National	5,000,000	10,065,000	55,000	1,378,900	9,220,000	2,466,000
Second National	300,000	1,598,300	—	267,000	1,225,500	300,000
Third National	1,000,000	2,625,000	200	573,000	1,991,000	1,440,000
First National	500,000	5,050,500	332,500	5,294,600	3,136,100	1,316,000
Third National	1,000,000	6,876,000	134,700	774,000	6,677,500	1,667,000
North N. Exchange	500,000	1,274,400	18,000	360,200	535,200	312,000
Fifth National	1,600,000	1,575,000	578,000	—	1,575,000	—
Wagon Battery	250,000	1,057,000	5,000	225,000	963,000	29,000
New York County	20,000	123,000	—	175,100	1,129,900	77,000
German American	2,000,000	4,809,000	158,000	—	4,189,000	350,000
Dry Goods	1,000,000	2,115,000	8,300	—	1,648,200	266,000
Total.	55,020,000	296,886,000	18,199,000	27,313,000	237,668,000	54,570,000

Everett	200,000	712,600	9,400	36,100	433,900	116,700
Freeman Hall	1,000,000	2,532,900	121,600	108,300	1,331,700	526,700
Freeman's	600,000	1,530,600	2,200	131,800	573,800	347,300
Globe	1,000,000	2,537,200	11,000	116,000	1,044,600	349,000
Hamilton	750,000	2,259,100	5,800	75,300	727,700	241,000
Howard	1,000,000	2,291,100	800	17,700	700,600	445,000
Market	800,000	1,500,200	9,700	77,600	494,900	383,000
Massachusetts	1,000,000	2,537,200	14,200	139,200	572,900	416,300
Maverick	400,000	1,041,300	2,400	25,600	383,800	242,500
Merchants	8,000,000	7,365,500	109,800	678,900	3,995,600	1,389,800
Mount Vernon	200,000	633,000	900	56,700	384,500	174,300
New England	1,000,000	2,408,400	12,900	112,600	799,500	587,900
North	1,000,000	3,015,200	40,200	165,300	1,327,150	780,100
Old Boston	900,000	2,027,600	136,400	192,900	351,900	343,800
Shawmut	1,000,000	2,517,300	4,500	90,300	828,700	598,400
Shoe & Leather	2,000,000	2,321,400	5,400	23,900	571,900	588,000
State	2,000,000	2,566,200	10,300	183,500	749,000	983,800
Tullock	1,500,000	2,267,800	3,100	282,400	801,300	718,900
Traders	600,000	1,593,300	32,700	63,700	981,400	168,600
Tremont	2,000,000	2,315,500	25,100	214,300	838,300	615,200
Washington	1,000,000	2,915,500	4,300	115,800	614,500	592,400
First	1,000,000	4,413,200	1,000	488,300	1,145,100	786,900
Second (Granite)	1,600,000	4,912,100	42,700	531,200	2,015,100	781,000
Third	2,000,000	2,254,200	39,200	71,300	1,072,000	173,000
Bank of Commerce	2,000,000	4,463,300	280	563,200	1,097,300	761,200
Bank of N. America	1,000,000	1,979,100	2,500	294,300	534,100	383,300
Bk of Redemption	1,000,000	5,501,900	52,700	636,000	1,214,000	798,200
Bank of Republic	1,500,000	2,991,100	18,400	193,800	524,500	795,000
City	1,000,000	1,000,000	13,400	85,600	449,700	449,700
Eagle	1,000,000	1,968,900	14,700	121,300	800,700	337,500
Exchange	1,000,000	4,283,600	54,400	423,500	1,602,800	799,200
Hide & Leather	1,500,000	3,377,300	19,300	135,400	496,300	788,400
Severe	2,000,000	2,263,900	10,300	399,700	729,000	1,134,200
Security	200,000	811,600	10,200	75,600	608,900	180,000
Union	1,000,000	2,545,000	7,600	155,400	951,700	530,100
Webster	1,500,000	2,465,800	700	196,400	822,600	485,200
Commonwealth	500,000	2,106,100	200	25,500	1,575,600	250,000

Total... \$48,050,000 \$117,941,800 \$1,306,300 \$9,449,200 \$44,534,300 \$25,627,600

The total amount "due to other Banks," as per statement of Aug. 12, is \$30,104,300.

The deviations from last week's returns are as follows:

Loans	Decrease \$1,101,900	Deposits	Decrease \$1,833,700
Specie	Decrease \$22,900	Circulation	Increase 25,200
Legal Tender	Decrease \$16,300		

The following are comparative totals for a series of weeks past:

Date	Loans	Specie	Legal Tender	Deposits	Circulation
May 6	114,431,200	3,255,300	7,609,700	47,371,000	25,803,600
May 13	114,432,300	3,255,300	8,766,500	47,371,000	25,803,600
May 20	114,432,300	3,255,300	9,569,600	48,385,600	25,769,900
May 27	114,550,600	2,734,100	10,363,000	48,440,500	25,769,900
June 3	115,567,100	2,214,300	10,470,600	48,585,600	25,651,200
June 10	115,729,400	1,757,600	10,198,800	48,340,800	25,651,200
June 18	115,823,900	1,445,200	10,240,100	47,474,300	25,651,200
June 24	116,619,300	1,477,000	10,615,700	47,157,300	25,651,200
July 1	112,161,800	2,740,100	9,477,800	48,575,500	24,877,000
July 15	115,566,200	2,967,200	9,771,100	48,594,100	25,606,400
July 22	115,823,900	2,445,200	9,611,900	47,371,000	25,606,400
July 29	118,710,000	2,213,000	10,511,900	46,401,900	25,606,400
August 5	119,016,700	1,739,900	9,765,400	46,338,000	25,624,000
August 12	117,941,800	1,200,300	9,449,200	44,534,300	25,627,600

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, August 12, 1872:

Banks	Capital	Loans	Specie	Legal Tender	Total	Deposits	Circulation
Philadelphia	\$1,500,000	\$5,142,000	\$250,000	\$1,086,000	\$5,700,000	\$1,000,000	\$1,000,000
North America	1,000,000	4,098,615	5,594	692,245	3,921,511	750,900	1,000,000
Farmers and Merch.	2,000,000	5,545,700	91,300	1,280,700	3,952,500	1,000,000	1,000,000
Commercial	2,000,000	5,545,700	91,300	1,280,700	3,952,500	1,000,000	1,000,000
Mechanics	800,000	2,599,000	3,016	403,000	1,643,000	1,000,000	1,000,000
Bank N. Liberties	500,000	2,975,000	1,000	416,000	2,644,000	458,000	1,000,000
Bank of Commerce	250,000	389,100	2,500	380,500	1,391,400	211,500	1,000,000
Kensington	500,000	1,212,200	1,000	364,000	1,213,200	225,252	1,000,000
Penn.	500,000	1,461,275	7,000	209,529	1,126,103	169,467	1,000,000
Western	400,000	1,533,132	4,996	228,036	1,468,998	174,815	1,000,000
Manufacturers	1,000,000	2,115,000	20,000	200,000	1,167,700	540,017	1,000,000
Bank of Commerce	250,000	389,100	2,500	380,500	1,391,400	211,500	1,000,000
Girard	1,000,000	4,098,615	17,000	993,000	3,272,000	2,555,500	1,000,000
Traders	200,000	1,615,370	8,985	344,549	1,174,259	180,010	1,000,000
Consolidation	300,000	1,215,725	302	368,542	884,127	270,000	1,000,000
City	400,000	1,617,449	302	402,218	1,115,554	35,705	1,000,000
Commonwealth	300,000	730,616	7,019	132,703	470,729	209,075	1,000,000
Corn Exchange	500,000	2,319,000	2,600	560,000	2,153,000	450,000	1,000,000
Union	500,000	1,675,300	12,000	385,000	1,699,000	225,000	1,000,000
First	500,000	1,675,300	12,000	385,000	1,699,000	225,000	1,000,000
Third	500,000	1,675,300	12,000	385,000	1,699,000	225,000	1,000,000
Sixth	150,000	552,060	2,000	150,000	681,000	219,300	1,000,000
Richth.	350,000	1,029,200	2,000	350,000	1,029,200	240,490	1,000,000
Central	750,000	3,890,000	2,000	520,000	3,369,000	1,000,000	1,000,000
Bank of Republic	1,000,000	2,161,000	2,000	270,000	1,173,000	800,000	1,000,000
Security	250,000	638,000	2,000	147,000	422,000	180,000	1,000,000

Total... \$16,235,000 \$59,302,930 \$407,150 \$11,629,097 \$45,505,295 \$11,423,570

The deviations from the returns of previous week are as follows:

Loans	Dec. 409,515	Deposits	Dec. 1,938,291
Specie	Dec. 60,247	Circulation	Inc. 56,165
Legal Tender Notes	Dec. 860,391		

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks:

Date	Loans	Specie	Legal Tender	Deposits	Circulation
May 6	57,019,336	257,525	12,072,484	41,749,000	11,370,320
May 13	55,663,400	175,045	12,072,484	43,018,561	11,359,461
May 20	56,007,039	100,557	12,128,244	43,675,441	11,344,281
May 27	56,345,655	135,435	12,153,041	45,018,700	11,350,115
June 3	57,864,969	144,106	14,273,282	49,308,161	11,387,951
June 10	58,582,519	161,281	15,285,893	49,699,084	11,389,480
June 17	59,043,965	138,559	14,510,639	49,731,671	11,342,887
June 24	59,733,307	154,135	14,124,556	49,077,754	11,345,480
July 1	60,659,324	229,338	13,975,002	50,021,793	11,315,368
July 8	59,917,883	297,355	14,015,015	49,165,015	11,322,965
July 15	60,441,988	324,345	13,055,645	49,611,513	11,380,344
July 22	60,147,589	276,643	12,824,397	48,189,176	11,355,621
July 29	60,000,000	276,643	12,824,397	48,189,176	11,355,621
August 5	59,611,473	267,427	12,824,397	48,189,176	11,355,621
August 12	57,302,930	207,180	11,629,097	45,505,295	11,423,570

Commercial and Financial Summary at this Date.

Price of gold	1872.	1871.	1870.
Prime Bankers' Sterling bills, 60 days	115 1/2 @ 115 1/2	113 1/2 @ 113 1/2	116 1/2 @ 116 1/2
Price of U. S. 6s 5/8 of 1862, coupon	116 1/2 @ 116 1/2	114 1/2 @ 114 1/2	111 1/2 @ 111 1/2
Price of U. S. 5s 10/16s	113 1/2 @ 113 1/2	114 1/2 @ 114 1/2	110 1/2 @ 110 1/2
Price of U. S. 6s coupon	113 1/2 @ 113 1/2	114 1/2 @ 114 1/2	112 1/2 @ 112 1/2
Rate of interest on call loans	6 1/2 % @ 6 1/2 %	6 1/2 % @ 6 1/2 %	6 1/2 % @ 6 1/2 %
Discount of first-class endorsed notes 60d	6 1/2 % @ 6 1/2 %	6 1/2 % @ 6 1/2 %	6 1/2 % @ 6 1/2 %
Exports of specie at N. Y., from Jan. 1 to date	55,288,266	52,501,516	40,715,781
Imports do do do	2,797,231	3,252,558	7,408,375
Imports of merchandise do (gold)	27,166,344	239,329,015	184,625,950
Exports do do do (gold)	138,584,489	146,344,961	114,038,319
Price of Middling Upland Cotton	21 1/2 @ 21 1/2	18 1/2 @ 18 1/2	19 1/2 @ 19 1/2
do Standard B. Sheetings	15 @ 14 1/2	13 @ 13 1/2	13 @ 13 1/2
do Extra State Flour	7 3/4 @ 7 3/4	4 @ 4 1/2	5 1/2 @ 5 1/2
do Amber Wheat	1 7/8 @ 1 7/8	1 40 @ 1 40	1 40 @ 1 40
do Western mixed Corn	62 @ 64	60 @ 66 1/2	57 @ 59
do New Mexico Flour	13 @ 13 1/2	15 @ 13 1/2	29 @ 29 1/2
do Rio Coffee, prime	18 @ 18 1/2	16 @ 16 1/2	17 @ 17 1/2
do Fair to Good Refining Sugar	8 1/2 @ 8 1/2	9 1/2 @ 9 1/2	9 1/2 @ 9 1/2
do Anthracite Coal	10 @ 10	8 1/2 @ 8 1/2	4 1/2 @ 4 1/2
do American Pig Iron No. 1	10 @ 10	10 @ 10	10 @ 10

SOUTHERN SECURITIES.

Some of these prices are necessarily nominal, in the absence of any recent sales.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
States.					
Virginia 6s, old	45	50	Charleston & Savannah 6s, end	60	70
do do new bonds	50 1/2	55	Savannah and Char., 1st M. 7s	60	70
do do consol. bonds	50 1/2	55	Cheraw and Darlington 7s	60	70
do do deferred do	15	20	East Tenn. & Ge. 6s, end Tenn	60	70
Georgia 6s	37	39 1/2	E. Tenn., Va. & Ga., 1st M. 7s	60	70
do do new bonds	37	39 1/2	do do do stock	55	60
do do endorsed	52	55	Georgia R. R. 7s	55	60
do do 7s, Gold	35	37	Greenville & Col. 7s, guar.	45	50
North Carolina 6s, old	40	45	do do do 7s, certifi.	45	50
do do do new bonds	40	45	do do do 7s, certifi.	45	50
do do do Funding Act, 1866	20	25	do do do 7s, certifi.	45	50
do do do do	20	25	do do do 7s, certifi.	45	50
do do do new bonds	21	26	do do do 7s, certifi.	45	50
South Carolina 6s	54	56	do do do 7s, certifi.	45	50
do do Jan. & July	28	29	do do do 7s, certifi.	45	50
do do do April & Oct.	28	29	do do do 7s, certifi.	45	50

GENERAL QUOTATIONS OF STOCKS AND BONDS.

The most active stocks and bonds are quoted on a previous page and not repeated here. In New York, prices are quoted in separate lists.

STOCKS AND SECURITIES.		Bid.	Ask.	STOCKS AND SECURITIES.		Bid.	Ask.	STOCKS AND SECURITIES.		Bid.	Ask.	STOCKS AND SECURITIES.		Bid.	Ask.
NEW YORK.				STOCKS AND SECURITIES.				STOCKS AND SECURITIES.				STOCKS AND SECURITIES.			
(U. S. Bonds quoted before.)				West. Union Tel., 1st mort. 75.	96	96 1/2	Harlem pref.	130	130	Phila. & Sunbury 75, 1872.	88 1/2	Phila. & Sunbury 75, 1872.	88 1/2	Phila. & Sunbury 75, 1872.	88 1/2
State Bonds.				Long L. Jacksonville & Chic. 1st	94 1/2	95 1/2	Hardford & N. Haven	132	132	Phila. & Sunbury 75, 1872.	88 1/2	Phila. & Sunbury 75, 1872.	88 1/2	Phila. & Sunbury 75, 1872.	88 1/2
(Southern quoted previously.)				St. L. Jacksonville & Chic. 1st	94 1/2	95 1/2	Illinois Central	132	132	West Jersey, 1st M. 7. 1890	92 1/2	West Jersey, 1st M. 7. 1890	92 1/2	West Jersey, 1st M. 7. 1890	92 1/2
Missouri 65.	93 1/2	93 1/2	93 1/2	South Side, L. I. 1st Mort. 75.	94 1/2	95 1/2	Joliet & Chicago	90	90	Wilmington & Read, 1st M. 6. 1878.	96	Wilmington & Read, 1st M. 6. 1878.	96	Wilmington & Read, 1st M. 6. 1878.	96
do do	93 1/2	93 1/2	93 1/2	do do construction.	93 1/2	94 1/2	Long Island	63	63	do do 2d M. 6. 1878.	96	do do 2d M. 6. 1878.	96	do do 2d M. 6. 1878.	96
California 75.	91	91	91	Morris & Essex, convertible.	92 1/2	93 1/2	do do 2d pref.	30	30	Chesapeake & Del., 1st M. 6. 1878.	96	Chesapeake & Del., 1st M. 6. 1878.	96	Chesapeake & Del., 1st M. 6. 1878.	96
do do 75, large bonds.	91	91	91	Jefferson RR, 1st Mort. bonds.	93 1/2	94 1/2	Morris & Essex	91 1/2	91 1/2	Delaware Div. 1st M. 6. 1878.	92	Delaware Div. 1st M. 6. 1878.	92	Delaware Div. 1st M. 6. 1878.	92
Connecticut 65.	91	91	91	E. Tenn. Va. & Ga., 1st M.	85	85	Mo., Kansas & T.	41 1/2	42 1/2	Lehigh Navigation, 6. 1878.	96	Lehigh Navigation, 6. 1878.	96	Lehigh Navigation, 6. 1878.	96
Rhode Island 65.	91	91	91	Winona & St. Peter, 1st M.	85	85	New Jersey Southern	130 1/2	130 1/2	do Gold, 6. 1878.	96	do Gold, 6. 1878.	96	do Gold, 6. 1878.	96
Ohio 65, 1875.	101	101	101	Nashville & Decatur 1st M. 75.	87	87	do do do	130 1/2	130 1/2	Morris, 1st M. 6. 1878.	89	Morris, 1st M. 6. 1878.	89	Morris, 1st M. 6. 1878.	89
do 65, 1881.	103	103	103	C. C. & Ind's 1st M. 75, S. F.	102	102 1/2	St. Louis, Alton & T. Haute.	45	45	do Boat Loan, S. F. 7. 78.	92	do Boat Loan, S. F. 7. 78.	92	do Boat Loan, S. F. 7. 78.	92
do 65, 1886.	103	103	103	Kansas Pacific Inc. 75, No. 1.	102	102 1/2	do do do	45	45	Schuylkill Nav., 1st M. 6. 1872.	84	Schuylkill Nav., 1st M. 6. 1872.	84	Schuylkill Nav., 1st M. 6. 1872.	84
Kentucky 65.	103	103	103	Cin. & Sp'd 1st M. 75, C. C. & I.	102	102 1/2	N. Y. Prov. & Post (Stoening).	71	71	do do 2d M. 6. 1872.	84	do do 2d M. 6. 1872.	84	do do 2d M. 6. 1872.	84
Illinois canal bonds, 1870.	100	100	100	do 1st M. 75, L. S. & M. S.	95	95	Ohio & Mississippi, preferred.	92 1/2	92 1/2	Camden & Amboy stock.	23 1/2	Camden & Amboy stock.	23 1/2	Camden & Amboy stock.	23 1/2
do 65 coupon, 77.	100	100	100	Lafayette, B. & M. 1st M.	87	87	Pitts., Ft. W. & Chic. guar.	96 1/2	96 1/2	Catawissa stock.	22 1/2	Catawissa stock.	22 1/2	Catawissa stock.	22 1/2
do do 1879.	100	100	100	Pekin, Lincoln & Decatur 1st M.	87	87	do do special.	92 1/2	92 1/2	Elmira & Williamsport.	23 1/2	Elmira & Williamsport.	23 1/2	Elmira & Williamsport.	23 1/2
do War Loan.	100	100	100	Chen. & Cent. Missouri 1st M.	87	87	Rensselaer & Saratoga.	92 1/2	92 1/2	Elmira & Williamsport pref.	23 1/2	Elmira & Williamsport pref.	23 1/2	Elmira & Williamsport pref.	23 1/2
Indiana 55.	98	98	98	Chen. & Cent. Missouri 1st M.	87	87	Rome, Watertown & Ogdessa.	92 1/2	92 1/2	Lehigh Valley (ex d.).	18 1/2	Lehigh Valley (ex d.).	18 1/2	Lehigh Valley (ex d.).	18 1/2
Michigan 65, 1875.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87	St. Louis, Alton & T. Haute.	45	45	Little Schuylkill.	96	Little Schuylkill.	96	Little Schuylkill.	96
do 65, 1881.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87	do do do	45	45	Mine Hill & Schuylkill Haven.	96	Mine Hill & Schuylkill Haven.	96	Mine Hill & Schuylkill Haven.	96
do 65, 1886.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87	St. Louis & Iron Mountain.	45	45	Northern Central.	75	Northern Central.	75	Northern Central.	75
do 75, 1875.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87	St. L., Kan. & Northern pref.	45	45	North Pennsylvania.	90 1/2	North Pennsylvania.	90 1/2	North Pennsylvania.	90 1/2
do 75, 1879.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87	Toledo, Wab. & Western, pref.	45	45	Oil Creek & Allegheny River.	75 1/2	Oil Creek & Allegheny River.	75 1/2	Oil Creek & Allegheny River.	75 1/2
do 75, 1881.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87	Warren.	90	90	Pennsylvania & Trenton.	125	Pennsylvania & Trenton.	125	Pennsylvania & Trenton.	125
do 75, 1886.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			Phila. German & Norristown.	175	Phila. German & Norristown.	175	Phila. German & Norristown.	175	
do 75, 1891.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			Phila. Wilmington & Norristown.	175	Phila. Wilmington & Norristown.	175	Phila. Wilmington & Norristown.	175	
do 75, 1896.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			West Jersey.	96	West Jersey.	96	West Jersey.	96	
do 75, 1897.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			Chesapeake & Dela. Canal.	44	Chesapeake & Dela. Canal.	44	Chesapeake & Dela. Canal.	44	
do 75, 1898.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			Delaware Division Canal.	96	Delaware Division Canal.	96	Delaware Division Canal.	96	
do 75, 1899.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			Lehigh Coal and Navigation.	96	Lehigh Coal and Navigation.	96	Lehigh Coal and Navigation.	96	
do 75, 1900.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			Morris (consolidated).	51	Morris (consolidated).	51	Morris (consolidated).	51	
do 75, 1901.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			do preferred.	122	do preferred.	122	do preferred.	122	
do 75, 1902.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			Schuylkill Nav. (consol.)	74 1/2	Schuylkill Nav. (consol.)	74 1/2	Schuylkill Nav. (consol.)	74 1/2	
do 75, 1903.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			do do.	14	do do.	14	do do.	14	
do 75, 1904.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			Susquehanna & Tide Water.	10 1/2	Susquehanna & Tide Water.	10 1/2	Susquehanna & Tide Water.	10 1/2	
do 75, 1905.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			West Jersey, Jan. & July.	10 1/2	West Jersey, Jan. & July.	10 1/2	West Jersey, Jan. & July.	10 1/2	
do 75, 1906.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			Penn. & N. Y. Canal.	96 1/2	Penn. & N. Y. Canal.	96 1/2	Penn. & N. Y. Canal.	96 1/2	
do 75, 1907.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			Phila. & Schuylkill.	125 1/2	Phila. & Schuylkill.	125 1/2	Phila. & Schuylkill.	125 1/2	
do 75, 1908.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87			West Jersey RR, 65, M. & S.	84	West Jersey RR, 65, M. & S.	84	West Jersey RR, 65, M. & S.	84	
do 75, 1909.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1910.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1911.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1912.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1913.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1914.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1915.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1916.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1917.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1918.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1919.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1920.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1921.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1922.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1923.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1924.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1925.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1926.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1927.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1928.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1929.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1930.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1931.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1932.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1933.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1934.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1935.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1936.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1937.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1938.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1939.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1940.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1941.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1942.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1943.	101	101	101	Chen. & Cent. Missouri 1st M.	87	87									
do 75, 1944.	101	101	101	Chen. &											

Bank Stock List.

Bid. Ask.		COMPANIES.	CAPITAL.		DIVIDENDS.				PRICE.	
		Marked thus (*) are not National.	Par	Amount.	Periods.	1870	1871	Last Paid.	Bid.	Askd
98 1/2	98 1/2	America	100	3,000,000	J. & J.	10	10	July, '72	150	155
96	97 1/2	American	100	500,000	M. & N.	8	8	May, '72	115	116
102 1/2	102 1/2	American Exchange	75	500,000	J. & J.	8	8	July, '72	160	175
81	81	Atlantic	25	250,000	Q. & F.	21	21	July, '72	200	200
82	82	Bowery	100	250,000	J. & J.	20	20	July, '72	240	240
90	90	Broadway	25	1,000,000	J. & J.	21	21	July, '72	240	240
90 1/2	90 1/2	Bull's Head*	25	200,000	Q. & F.	21	21	July, '72	240	240
90 1/2	90 1/2	Butchers & Drovers	25	800,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	Central	100	3,000,000	J. & J.	8	8	July, '72	240	240
90 1/2	90 1/2	Chatham	100	450,000	J. & J.	16	16	July, '72	240	240
90 1/2	90 1/2	Chemical	100	300,000	ev'g mos	16	16	July, '72	240	240
90 1/2	90 1/2	Citizens*	25	400,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	City	100	1,000,000	M. & N.	20	20	July, '72	240	240
90 1/2	90 1/2	Commerce	100	800,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	Commonwealth	100	750,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	Continental	25	2,000,000	J. & J.	7	7	Aug, '71	240	240
90 1/2	90 1/2	Corn Exchange*	100	1,000,000	F. & A.	10	10	July, '72	240	240
90 1/2	90 1/2	Currency	100	1,000,000	Q. & F.	16	16	July, '72	240	240
90 1/2	90 1/2	Dry Goods	100	1,000,000	Q. & F.	16	16	July, '72	240	240
90 1/2	90 1/2	East River	25	350,000	J. & J.	8	8	July, '72	240	240
90 1/2	90 1/2	Eleventh Ward*	25	150,000	Q. & F.	8	8	July, '72	240	240
90 1/2	90 1/2	Fifth	100	200,000	Q. & F.	10	10	July, '72	240	240
90 1/2	90 1/2	First	100	200,000	Q. & F.	16	16	July, '72	240	240
90 1/2	90 1/2	Fourth	100	5,000,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	Fulton	30	600,000	M. & N.	10	10	May, '72	240	240
90 1/2	90 1/2	German American*	100	2,000,000	F. & A.	4	4	Aug, '72	240	240
90 1/2	90 1/2	Germania	100	200,000	M. & N.	7	7	Nov, '71	240	240
90 1/2	90 1/2	Gree wich*	25	200,000	M. & N.	7	7	Nov, '71	240	240
90 1/2	90 1/2	Grocers	40	300,000	J. & J.	10	10	May, '72	240	240
90 1/2	90 1/2	Hanover	100	1,000,000	J. & J.	8	8	July, '72	240	240
90 1/2	90 1/2	Harlem*	100	500,000	F. & A.	12	12	Feb, '72	240	240
90 1/2	90 1/2	Importers & Traders*	100	1,500,000	J. & J.	8	8	July, '72	240	240
90 1/2	90 1/2	Irving	50	500,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	Manufacturers & Build*	100	1,000,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	Leather Manufacturers	100	600,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	Manhattan*	50	2,000,000	F. & A.	8	8	July, '72	240	240
90 1/2	90 1/2	Manuf & Merchants*	100	500,000	J. & J.	8	8	Aug, '72	240	240
90 1/2	90 1/2	Marine	100	400,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	Market	100	400,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	Mech	100	1,000,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	Mech. Bkg Ass'n	25	2,000,000	M. & N.	10	10	May, '72	240	240
90 1/2	90 1/2	Mechanics & Traders	25	600,000	M. & N.	10	10	May, '72	240	240
90 1/2	90 1/2	Mercantile	100	1,000,000	M. & N.	10	10	May, '72	240	240
90 1/2	90 1/2	Merchants	50	500,000	M. & N.	10	10	May, '72	240	240
90 1/2	90 1/2	Merchants' Ex.	50	1,000,000	J. & J.	8	8	July, '72	240	240
90 1/2	90 1/2	Metropolit*	50	1,200,000	J. & J.	8	8	July, '72	240	240
90 1/2	90 1/2	Metropolis*	50	200,000	J. & J.	8	8	July, '72	240	240
90 1/2	90 1/2	Murray Hill	100	4,000,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	Mutual*	100	25,000	A. & O.	10	10	Apr, '72	240	240
90 1/2	90 1/2	Nassau	25	200,000	J. & J.	8	8	May, '72	240	240
90 1/2	90 1/2	National Gallatin	50	1,000,000	M. & N.	8	8	May, '72	240	240
90 1/2	90 1/2	New York	50	1,500,000	A. & O.	8	8	Apr, '72	240	240
90 1/2	90 1/2	New York County	100	3,000,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	N. Y. Nat. Exchange	100	300,000	J. & J.	16	16	July, '72	240	240
90 1/2	90 1/2	N. Y. Gold Exchange*	100	500,000	J. & J.	7	7	July, '72	240	240
90 1/2	90 1/2	Ninth	100	500,000	J. & J.	7	7	July, '72	240	240
90 1/2	90 1/2	Ninth Ward	100	1,500,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	North America*	100	800,000	J. & J.	7	7	July, '72	240	240
90 1/2	90 1/2	North River*	10	400,000	J. & J.	7	7	July, '72	240	240
90 1/2	90 1/2	Oriental*	25	300,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	Pacific*	25	300,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	Park	50	425,000	Q. & F.	16	16	Aug, '72	240	240
90 1/2	90 1/2	Peoples	25	425,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	Phenix	20	1,800,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	Republic	100	2,000,000	J. & J.	8	8	July, '72	240	240
90 1/2	90 1/2	Security*	100	2,000,000	F. & A.	9	9	Aug, '72	240	240
90 1/2	90 1/2	St. Nicholas	100	1,000,000	F. & A.	10	10	July, '72	240	240
90 1/2	90 1/2	Seventh Ward	100	500,000	J. & J.	7	7	Aug, '72	240	240
90 1/2	90 1/2	Second	100	300,000	J. & J.	10	10	July, '72	240	240
90 1/2	90 1/2	Shoe and Leather	100	1,000,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	Sixth	100	1,000,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	State of New York	100	2,000,000	M. & N.	8	8	July, '72	240	240
90 1/2	90 1/2	Tenth	100	1,000,000	J. & J.	8	8	July, '72	240	240
90 1/2	90 1/2	T. Ind	100	1,000,000	J. & J.	8	8	July, '72	240	240
90 1/2	90 1/2	Tradesmen's	40	1,000,000	J. & J.	12	12	July, '72	240	240
90 1/2	90 1/2	Union	50	1,500,000	M. & N.	10	10	May, '72	240	240
90 1/2	90 1/2	West Side*	100	200,000	J. & J.	10	10	May, '72	240	240

Gas and City R.R. Stocks and Bonds.
 quotations by Charles Otis, 9 New Street and 21 R.

[Quotations by Charles Otis, 9 New Street and 74 Broadway.]										St. M.
101	Brooklyn Gas Light Co.	25	2,000,000	Q. F.	30	20	May, '72, 5	240	1	Star
102	Citizens' Gas Co. (Bk'n.)	20	1,300,000	J. & J.	10	10	Jan., '72, 5	220	1	Star
103	do certificates	50	1,300,000	A. & O.	7	7	Apr., '72, 5	220	1	Star
104	Harlem	50	1,000,000	F. & A.	10	10	Feb., '72, 5	180	1	Star
105	Jersey City & Hoboken	20	380,000	J. & J.	15	15	Jan., '72, 5	180	1	Star
106	Manhattan	20	4,000,000	J. & J.	10	10	Jan., '72, 5	210	1	Union
107	do bonds	100	2,000,000	J. & J.	10	10	Jan., '72, 5	210	1	Union
108	do	100	2,800,000	J. & J.	10	10	Jan., '72, 5	99	1	Will
109	do certificates	100	750,000	J. & J.	7	7	Various.	136	1	Will
110	Mutual, N. Y.	100	5,000,000	J. & J.	7	7	Various.	91	1	Will
111	Nassau, Brooklyn	25	1,000,000				Various.	120	1	Will
112	do scrip	50	500,000	M. & N.	7	7	Various.	120	1	Will
113	New York	50	4,000,000	M. & N.			May, '72, 5	177	1	Will
114	People's (Brooklyn)	10	1,000,000	M. & S.			Sept., '71, 3 3/4	102	1	Will
115	do do bonds	50	300,000	F. & A.	10	10	Jan., '72, 5	168	1	Will
116	Westchester County	50	40,000	J. & J.	7	7	Jan., '72, 5	188	1	Will
117	Williamsburg	50	1,000,000	J. & J.	7	7	Jan., '72, 5	188	1	Will
118	do scrip	50	1,000,000	J. & J.	7	7	Jan., '72, 5	188	1	Will

Fulton Ferry—stock	100	600,000			*
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	Becker St. & Fulton Ferry—stock	100	900,000						New York
	1st mortgage	1 00	60,000	7	J. & J.	1880		71	Croton
	Broadway & Seventh Ave.—stock	100	2,100,000	3	J. & D.	June '72	45	91	Water
	1st mortgage	100	1,600,000	7	J. & P.	1884			Croton
	Brooklyn City—stock	100	1,200,000	3	Q. & F.	May '72	200	100	Croton
	1st mortgage	1000	300,000	7	J. & J.	1872		100	Cent
	Bligh, Prospect Pk. & Flatbush—stock	50	254,000						De Cal
	1st mortgage	1000	300,000	7	M. & N.	1878		130	Flood
	Broadway (Brooklyn)—stock	100	200,000	5	J. & J.	June '73	100	120	Market
	Brooklyn & Hunter's Pt.—stock	100	80,000						Sold
	1st mortgage	1000	4,000,000	7	J. & J.		75	80	Impr
	Atlantic Avenue, Brooklyn—stock	100	700,000						Local
	1st mortgage	500	115,000	7	A. & O.	18-1			N. Y.
	2d do	500	100,000	7	A. & O.	18-4			Park
	3rd do	500	164,000	7	J. & J.	18-5			Water
	Central Pk. N. & E. River—stock	100	1,161,000						Assess
	1st mortgage	1000	550,000	7	F. & A.	1881			Jersey
	2d do	1000	250,000	7	M. & N.	1890			Water
	Coney Island & Brooklyn—stock	100	500,000						Sewer
	1st mortgage	100	214,000	7	J. & J.				Becken
	Dry Dock, E. B. & Battery—stock	100	1,200,000	3	Q. & F.	May '72	88		
	1st mortgage	1000	700,000	7	M. & S.	1874-76	90		
	Eighth Avenue—stock	100	1,000,000	6	J. & J.	Jan., '72		175	
	1st mortgage	1000	303,000	5	M. & N.	1874	109	100	
	124 St. & Grand St Ferry—stock	100	750,000	7	A. & O.	1878			
	Grand Street & Newton—stock	100	200,000	7	A. & O.	1878			
	1st mortgage	100	174,000	2		July '70	75	47	
	Ninth Avenue—stock	100	797,000						
	1st mortgage	1000	167,000	7	J. & J.				
	Second Avenue—stock	50	800,000	2	J. & J.	Apr. '72	92		
	1st mortgage	100	330,000	7	J. & D.	1877			
	2d mortgage	100	200,000	7	F. & A.	1876	85		
	Cons. Convent....	10 0	150,000	7	A. & A.	1885			
	Cons. Convertible.....	100	315,000	7	M. & N.	1888	80	80	
	Sixth Avenue—stock	100	750,000	5	M. & N.	May '72	140	80	
	1st mortgage	100	250,000						
	Tenth Avenue—stock	100	1,170,000	7	Q. & F.	1890		100	
	1st mortgage	1000	1,830,000	7	J. & J.	May '72	191		
	Williamsburg & Flatbush—stock	1-0	39,000			1890	92½		
	1st mortgage	1000	125,0 0	7	M. & S.				

* This column shows last sale.

*This column shows last dividend on stocks, but date of maturity of bonds

Insurance Stock List

[illegible]

City Securities.

			INTEREST.		Bonds due.		PRICE.	
			Rate.	Months Payable.		Bid.	Askd.	
New York:								
Water stock.....	1841-43.	5	Feb., May, Aug. & Nov.	1870-80	.....	98	
do	1844-51.	6	do	1875-79	.....	98	
Croton water stock.....	1845-51.	5	do	1880	.....	98	
do	1852-60.	6	do	1882-90	.....	98	
Croton Aqued'ct stock.....	1855.	6	do	1884-1911	.....	98	
do pipes and mains.....		7	May & November.	1884-1911	105	107		
do reservoir bonds.....		5	Feb., May, Aug. & Nov.	1884-1908	.....	98	
Central Park bonds.....	1853-57.	6	do	1874-98	.....	98	
do do	1853-55.	5	do	1874-98	.....	98	
Real estate bonds.....	1860-63.	6	do	1874-95	.....	98	
Dock bonds.....	1862.	5	do	1875	.....	98	
do	1862.	5	do	1875-76	.....	98	
Floating debt stock.....	1870.	6	May & November.	1878	.....	106	
Market stock.....	1865-68.	7	Feb., May, Aug. & Nov.	1890	99	100		
Soldiers' aid fund.....	1863.	5	May & November.	1894-97	105	116		
do	1863.	5	do	1895	95	97		
do	1863.	6	do	1875-75	99	100		
Improvement stock.....	1869.	7	do	1876	103	104		
do	1869.	7	do	1889	96	98		
Consolidated bonds.....	var.	6 g.	do	1879-99	105	107		
Street imp. stock.....	var.	6 g.	do	1901	.....	100	
do	var.	7	do	1888	99	100		
do	var.	7	do	1879-82	105	107		
Brooklyn:								
Cit. bonds.....	1849-65.	6	January & July,	1878-91	96	98		
do	1861-63.	7	do	1885-91	103 1/2	104		
Local imp. bonds.....	1862-63.	7	do	1881-95	90	92 1/2		
do	1865-70.	7	do	1872-95	103	103 1/2		
N. Y. Bridge bonds.....	1870.	7	do	1911	103	105 1/2		
Water bonds.....	1860-71.	7	do	1915-24	103 1/2	104 1/2		
do	1867-71.	7	do	1881-1892	100	95		
Sewerage bonds.....	1857-71.	7	do	various	100	100		
Assessment bonds.....	do	7	do	various	100	100		
Jersey City:								
Water loan.....	1852-67.	6	January & July.	1877-95	91	93		
do	1869-71.	7	do	1896-1902	100	101		
Sewerage bonds.....	1866-69.	7	do	1892-79	99	100		
Bergen bonds.....	1868-69.	7	do	1874-1900	100	100		
Assessment bonds.....	1870-71.	7	Jan., May, July & Nov.	1875-91	100	101		

The Railway Monitor.

LATEST INTELLIGENCE OF STATE, CITY AND RAILROAD FINANCES.

INVESTMENTS—OLD RAILROAD BONDS.

We noticed last week the various new railroad bonds offered in our market, with a tabular statement showing the details of each, and a glance at the present prices of the older railroad bonds may not be without interest. In N. Y. Central and Hudson bonds there are few transactions, the amount of bonds outstanding is not large and the prices are high. Of the Bonds on comparatively new roads, Central Pacific gold sixes are about the highest selling at 102@102½, ex-interest which was paid last month. Erie Railway 1st and 2nd mortgages are above par, the 3d mortgage sells at par, but this includes 3 per cent. of accrued interest, making the bonds 97; the 4th mortgage is 95½ or about 93 ex-interest; the 5th mortgage is 94 or about 92½ ex-interest. The amount of these mortgages is respectively as follows: 1st, \$3,000,000; 2d, \$4,000,000; 3d, \$6,000,000; 4th, \$4,441,000; 5th, \$926,500—this makes a total of less than \$18,500,000 of debt, having priority of lien to the new consolidated mortgage, and it would certainly seem that the Erie property, under any contingency, should be worth more than this amount. The Michigan Central new 7 per cent. consolidated bonds (a mortgage for \$10,000,000) are quoted at 104 "asked," but no recent sales made. The 7 per cent. bonds of the Lake Shore and Michigan Southern system of roads are generally selling at or above par—the lowest prices being made on the Cleveland P. and Ashtabula old and new bonds, the latter are quoted about 97 which includes 2½ per cent. accrued interest—this section of road is 96 miles long and has a mortgage debt of \$2,500,000.

In the Toledo Wabash and Western Railroad system we find that prices are not quite as high, and all the bonds can be bought below par—the lowest prices on this list are on the equipment bonds, which are quoted at 89 asked, or about 87 ex-interest, the whole issue is \$600,000. The Great Western second mortgages, are quoted 89@90 including about 2 per cent. of accrued interest, the whole issue being \$2,500,000, subject to the first mortgage for the same amount, both on 180 miles of road. The St. Louis division bonds sell at 90½ and are just ex-interest—this issue is \$2,700,000 on 109 miles of road, generally known as the Decatur and East St. Louis Railroad. The last annual report of the Toledo Wabash and Western Railroad for the year 1871, showed net earnings of \$1,959,837 above operating expenses, with an interest charge and other expenses amounting to \$1,858,451. The gross earnings of the road for the first six months of 1872 show an increase of \$329,794 over the same period in 1871.

Our limited space allows us to notice, to-day, only the bonds above referred to, which are prominent among the old railroad bonds sold at the Board, though not more prominent than many others which we may have occasion to notice hereafter.

State, City and Railroad Bonds on which Interest is paid in September, in New York.

For the convenience of parties purchasing bonds before September 1, we repeat the following list of State, City, and Railroad securities, upon which the semi-annual or quarterly interest is payable in September in this city. In buying or selling bonds the periods of interest payment are essential to be known, and the table below will show at a glance the various bonds which will be sold ex-interest in September.

Illinois Thornton, Loan 6s.
Louisiana, Levee 6s.
" Penitentiary 7s.
Texas 10s.
Albany 7s.
Cincinnati, Improvement 7 3-10s.
Louisville, Wharf 6s.
" Railroad 7s.
New Orleans, Railroad 6s.
St. Joseph, River 10s.
Atlantic & Great Western, 2d m., 7s.
Virginia & Tennessee, 4th mort., 8s.
Central RR. Co. of Georgia, 1st m., 7s.
Chic. & Mich. Lake Shore, 1st m., 8s.
C. & N. W. Peninsular mort. 7s.
Cin., Lafayette & Chicago, 1st m., 7s.
Cleveland & Pittsburg, 2d mort., 7s.
Col., Springfield & Cin., 1st mort., 7s.
Columbus & Xenia, 1st mort., 6s.
Cumberland & Pennsylvania, 1st m., 6s.
Dayton & Michigan 2d mort., 7s.
Del., Lackawanna & West., 2d m., 7s.
Detroit & Milwaukee, 7s of 1866.
Elizabethtown & Paducah, 1st m., 8s.
Erie, 2d mort., 7s.
" 3d mort., 7s.
" general mort., 7s.
European & N. A. land grant, 6s.
Hunt & Pere Marquette, 1st mort., 7s.

Bay Co. (Mich.) RR., 10s.
Gilman, Clinton & Spring, 1st m., 7s.
Hannibal & St. Jo., conv., 8s.
Jack, Lansing & Saginaw, 2d m., 8s.
St. Jo. & Council Bluffs, 1st m., 10s.
Kan. C., St. Jo. & C. B. consol., 8s.
Kansas Pacific, land grant, 7s.
" income, 7s.
" 2d mort., 7s.
Kentucky Central, 2d mort., 7s.
Lack. & Bloomsburg, 1st mort., 7s.
Buffalo & Erie, mort. 7s.
Grand River Valley, 2d mort., 8s.
Milwaukee Railroad, 7s.
Montclair, 1st mort., 7s.
Montgomery & Enfaula, 1st mort., 8s.
New Jersey Southern, income, 7s.
Ogdens. & Lake Cham., sink. f., 8s.
Pitts., Ft. W. & Chic., 7s. (C. & I.)
" equip., 8s.
Reading & Columbia, 1st mort., 7s.
Saratoga & Whitehall, 1st mort., 7s.
Watertown & Rome, 1st m. s. f., 7s.
St. Paul & Pacific, 1st mort., 8s.
Troy & Boston, conv., 7s.
Selma, Marion & Memphis, 1st m., 8s.
Union Pacific, income, 10s.
Delaware & Hudson Canal reg. 7s.

South Carolina State Finances.—CHARLESTON, August 8.—Controller General Neagle, of this State, publishes a letter to Gov. Scott, setting forth the fact that the Legislature, at its last session, ordered to be levied and collected a tax sufficient to pay the interest of the entire public debt. No action having been taken in this matter, the controller demands that the Governor require the State Auditor to assess and collect the said tax forthwith. The State authorities, it is said, intend to collect this tax, amounting to over one million dollars, by the 15th of September next.

In a letter to Henry Clews & Co., of New York, dated August 6th, Gov. Scott says that the interest on the State debt was not paid because the excessive legislative expenses absorbed all the money in the treasury, and unless a special tax is levied and collected immediately, as urged, no interest can be paid before January, when the regular tax now levying will be received.

Gov. Scott concurs in the justice of the complaint made against the fee for registration of State bonds charged by the Commercial Warehouse Company, but says the object of the registration is to satisfy the bondholders that there are no fraudulent bonds, and that the debt is truly less than \$16,000,000.

Governor Scott declares that all money received from the hypothecation sale of bonds, except \$700,000, has been used in meeting liabilities accruing before 1869, and he declares that this is the most economically managed government in the nation. In conclusion he says that in the future a tax will be levied to pay the interest on the debt, and the money so collected will be applied to that purpose alone.

Georgia.—In the Georgia Senate, on the 6th, the bill to repeal all provisions of railroad charters granting State aid except where vested rights accrued was taken up. The committee reported against the passage of the bill. After debate the committee was sustained, and the bill rejected by a vote of 27 to 6.

Pennsylvania State Bonds.—The commissioners of the sinking fund of the commonwealth of Pennsylvania, through the agency of the Farmers and Mechanics' Bank of Philadelphia, gives notice to holders of the 5 per cent loan of June 11, 1840, reimbursable after July 11, 1870, that the interest on the entire amount of said loan will cease on the 30th day of October, 1872, and that said loan, with accrued interest, will be paid on presentation at the Bank in Philadelphia.

Brooklyn Bonds.—ISSUE OF CITY BONDS IN 1872.—From a statement furnished by Comptroller Schroeder, it appears that during the first six months of 1872, city bonds to the par value of \$3,506,129 have been issued, on which have been received premiums aggregating \$19,766 18. Of the principal \$1,162,000 was in assessment fund bonds which replace bonds already outstanding.

Chicago & Northwestern vs. Illinois Central—Decision.—In the Circuit Court in Chicago, Chief Justice Williams has given a decision in the case of the Chicago and Northwestern Railway Company against the Illinois Central Railroad Company, in which suit the C. & N. W. had obtained an injunction against the I. C. to prevent them from diverting traffic, etc. The substance of the decision is published by the *Railway Review*, as follows:

The Galena & Chicago Union Railroad Company was chartered in 1836. At the commencement of 1851 it had built 40 miles west from Chicago to Elgin, and had surveyed and located its road from Elgin west to Galena and Dunleith. In February, 1851, the Illinois Central Railroad was incorporated, and by the eleventh section of the act it was authorized to connect with any road then being constructed with the consent of the company building it, both roads to afford each other facilities for transhipment of freight and passengers, and interchange of cars upon fair and equitable terms, and in case of disagreement submit to arbitrators, whose decision was to be final. In October, 1853, a written agreement was entered into between the Mineral Point R. Co. and the Illinois Central and C. & G. U. R. Co., to continue twenty years, for increasing the business of the Illinois Central from Warren to Freeport, and of the G. & C. U. R. between Freeport and Chicago; and in December following a written agreement was also entered into between the G. & C. U. R. Co. and the Illinois Central regulating mutual and joint operation. In March, 1855, another running arrangement was made for the lines east and west of Freeport, under which the roads have run in connection for several years. A short time after, a considerable sum of money was expended by the G. & C. U. R. Co. in making connection with the Illinois Central at Freeport, so that the roads could be operated as one line from Chicago to Dunleith, according to the terms of the aforesaid agreement, \$10,000 having been paid by the Galena Co. to the I. C. Co. on costs of connection and depot grounds at Freeport, used by the I. C. for the same purpose. In 1864 the G. & C. U. R. Co. was consolidated with the Chicago & Northwestern R. Co. Difficulties arose between the latter and the I. C. in reference to running arrangement, and discussions were had, each charging the other with failure to carry out their agreement, until in the year 1869 the I. C. ceased connection with the freight trains of the C. & N. W. between Freeport and Chicago. The road continued, however, to be run as one line from Chicago to Dunleith for passenger business up to the time of filing the present bill. The defendant having given complainant notice that it would cease to receive complainant's cars to be transported on its road, and would not, after 6th May, 1872, run in connection with the C. & N. W. as a through passenger line, but would run in connection with other roads via Forrester as the through line from Chicago to Dunleith, the C. & N. W. Co. filed its bill to prevent such diversion of the passenger business. The decision of the Court was in substance as follows:

"The eleventh section of the act bound the I. C. to afford to the G. & C. U. facilities for the transhipment of freight and passengers and interchange of cars, and in case of disagreement to submit to arbitration. Whatever beyond

this was done by way of accommodation was a voluntary act to promote mutual convenience. The defendant, by its charter, is not compelled to run in connection with the G. & C. U. as one entire line; but, on the contrary, "transhipment" is spoken of as though to imply or indicate that both passengers and freight were to be taken from the cars of the G. & C. U. R. Co. and placed upon the cars upon the road of defendant, and not that they were to proceed upon the defendant's road in the cars of the complainant. The charter does not provide for facilities for transhipment of cars, but of passengers and freight which the cars may contain. If there be a right to compel a continuous line it must be under some contract. It is insisted that for years this has been the course. This may be true, but no present obligation may exist to continue such an arrangement.

But here arose the question as to whether an agreement made by one Railroad was binding. If the defendant had adopted it, it would be; but the Court failed to see that the indorsement had been established by the testimony. Whatever arrangement he made failed to impose any permanent obligation to run the two as a continuous line; his arrangement lacked fixed duration, unless the law aided it. The Court had already found that the law did not. There was a running arrangement made, but not for a fixed term, nor was it reduced to writing. The defendant had a right to terminate the agreement of December, 1853, upon the opening of its road to Dubuque, with option to continue its arrangement with the G. & C. U., which was to operate its road until the I. C. from Freeport to La Salle was opened. George B. McClellan states that in April, 1859, he was authorized to abrogate the memorandum of March, 1853, which he supposed he had done, he agreeing to a temporary arrangement. This the defendant's complainant had denied. The Court concluded that "neither the defendant's charter, nor any agreement it had made, gives to the complainant the right to compel defendant to operate its road in connection with the road of complainant as a through passenger line, without change of cars, between Chicago and Dunleith; but that the only obligation now resting upon defendant is that imposed by the eleventh section of its charter, which is merely that it shall afford all proper facilities to the complainant, 'in the transportation of freight and passengers, and interchange of cars' upon the respective roads. I shall dissolve the injunction subsisting against the defendant."

National Railroad—New York to Philadelphia.—The Jersey City Times speaks as follows of this projected road, the authorization of which was completed by the passage through the last New Jersey Legislature of the Stanhope Railroad charter:

Workmen are strung along the entire distance from Bound Brook, where it is to intersect the New Jersey Central, to the Delaware river, and thence on the Pennsylvania side to the city, soon to be bound to us by another link of brotherly love. The contractors, A. Driesback & Co., of New Jersey, and McGrann & Co., of Pennsylvania, wealthy and experienced contractors, are pressing on vigorously. Fifty sub-contractors have taken sections of the work, and all are liable to a heavy penalty if the work be not completed between Bound Brook and Philadelphia in one year from this time.

The company has purchased the fine building No. 96 Liberty street, New York, and it is rapidly being fitted up for the company's offices for the New York terminus.

It is well understood that the National Railroad Company is an adjunct of the Baltimore and Ohio, with its connections, penetrating by a diversity of interests to the Pacific slope. By a short line of railroad from Yardleyville to the Philadelphia and Reading it will control the vast coal trade and the traffic of that large corporation. It ranks among its stockholders some of the best and most influential capitalists of the country.

Atlantic and Gulf Railroad Company.—The Macon Telegraph has been furnished with a report of the Georgia State Commissioners appointed to represent the million dollars of stock held by the State in the Atlantic and Gulf Railroad Company. The Committee make a strong argument in favor of carrying out the original design of this road, and placing it in connection with the Gulf at Pensacola, Mobile and New Orleans, which can now be done by the construction of 165 miles of railroad from Bainbridge to Pollard, in Alabama, where it will connect with finished lines of railway to all these places.

They say such is the poverty of the soil which this road traverses, that its local traffic can never return the investment. The whole taxable property of the region—leaving out Chatham and Dougherty counties—does not exceed fifteen millions, and the whole amount of cotton derived from 150 miles of the distance, in 1871, was only 2,236 bales. They say if the gap between Bainbridge and Pollard was filled up, they would have connection between Savannah and Mobile in a distance of 476 miles, and to New Orleans in 616 miles—while the distance via Macon and Montgomery would be 705 miles. The Commissioners do not propose any specific measure to the Legislature.

—Several of the following items are from the *Railroad Gazette*:

Evansville, Henderson & Nashville.—This company is at last entirely in the control of the St. Louis & Southeastern, by the purchase by Messrs. Winslow and Wilson (President and Vice-President of the latter company) of a majority of its shares. The St. Louis & Southeastern by this purchase secures a complete line from St. Louis to Nashville shorter than any other, Winslow and Wilson having previously purchased outright the Edgefield & Kentucky Railroad—the Tennessee section of the line between Henderson and Nashville. There is a mortgage for only \$10,000 per mile on the Evansville, Henderson & Nashville Road; it is intended to consolidate the companies and issue a new mortgage, thoroughly equip the southern section, and complete the line from Shawneetown to Madisonville, which will considerably decrease the distance from St. Louis to Nashville and give very easy grades. The distance from Henderson to Nashville is 148 miles, and from St. Louis to Nashville by way of Evansville 320 miles.

Louisville, Nashville & Great Southern.—Since taking possession of the Nashville & Decatur Road, the Louisville & Nashville Company advertises its line under the above name, which is quite appropriate, the company operating lines to Memphis on the west, Lebanon on the east, and besides the trunk line through Nashville to Decatur, Ala., soon to be extended to Montgomery, where it will have direct connections with Mobile and Pensacola.

Baltimore & Potomac.—The following are the stations on this road, the Washington & Alexandria and the Alexandria &

Fredericksburg roads forming the new line from Baltimore southward:

Baltimore.....	0	Washington.....	40
Winans.....	6	Maryland Avenue.....	—
Stony Run.....	8	Waterloo.....	43
Severn.....	12	St. Asaph Junction.....	45
Odenton.....	16	Alexandria.....	47
Patuxent.....	19	Franconia.....	54
Bowie.....	22	Long Branch.....	57
Wilson's.....	31	Woodbridge.....	63
Magruder's.....	32	Mount Pleasant.....	65
Bennings.....	34	Cherry Hill.....	70
Navy Yard.....	38	Quantico.....	74

At Quantico connection is made with the new branch of the Richmond, Fredericksburg & Potomac Road to Brookes', 11½ miles. The distance by this all-rail route from Baltimore to Richmond is 156 miles.

Savannah & Memphis.—This road is now complete to Sturdivant's, 40 miles from Opelika, and the Alabama State Commissioners have accepted the fourth section of ten miles. The surveying parties have crossed the Tallapoosa River, and the line is located as far as Youngsville. The bonds of the road are indorsed by the State to the amount of \$16,000 per mile.

Fares from New York to Southern Cities.—The following reductions in the rates of passenger fares between New York and the principal Southern cities have been made, caused, it is reported, by the competition of the steamer lines:

	New.	Old.
New York to Galveston, Texas.....	\$8 75	\$10 25
New York to New Orleans, La.....	50 00	56 25
New York to Mobile, Ala.....	46 00	49 25
New York to Selma, Ala.....	40 00	42 00
New York to Montgomery, Ala.....	40 00	42 00

Mississippi Central Extension.—This company asks for proposals for the construction of the road from Jackson, Tenn., northward to Cairo, the section which is to connect with the Illinois Central and complete an all-rail line between New Orleans and Chicago. The distance is 107 miles.

Atlanta & West Point.—The report of the Superintendent of this road to the stockholders of the company, at their annual meeting at Atlanta July 25, shows that for the fiscal year ending June 30, 1872, the gross receipts were \$413,07 85, being a decrease of \$40,607 54 from the previous year. The ordinary expenses were \$374,236 06, and the extraordinary expenses \$58,128 80, leaving the net earnings \$79,742 99. The ordinary expenses were about 64 per cent of the gross receipts, being about five per cent increase over the previous year. 103,100 tons of freight were transported, against 76,000 tons last year. The cotton carried was 39,103 bales, against 67,478 bales last year.

Texas & Pacific.—Mr. G. M. Dodge, the Chief Engineer, advertises that proposals will be received at his office in Marshall, Texas, up to the 1st of October, for the grading, bridging, tying and tracklaying of about 500 miles of the road, including the "Southern Division," from Longview (the present terminus of the Southern Pacific) west through Dallas to Fort Worth, 155 miles; the "Jefferson Division," from Marshall north by east through Jefferson to Texarkana, 65 miles; the east half of the "Transcontinental Division," from Texarkana west to the crossing of the Houston & Texas Central Road near Sherman; the west half of the last-named division, from the Houston and Texas Central Road southwest to Fort Worth, 68 miles. The grading and bridging will be let in mile sections; the tracklaying by the mile; and the ties by the thousand; separate bids to be made for each class of work. The time for completing the grading, tying and bridging varies from 60 days on some sections to nine months on others. Preference will be given to contractors who have outfits on the ground and are ready to begin work within ten days of the letting. Profiles, estimates and specifications can be seen at the company's offices in Marshall and Jefferson, Texas, and at the Pacific National Bank, Council Bluffs, Iowa. Until September 20 bids should be addressed to General Dodge, at Council Bluffs, and after that time at Marshall, Texas.

New York, West Shore & Chicago Railroad.—The officers of this company have executed to the New York Farmers' Loan and Trust Company a mortgage on the whole line from New York City to Buffalo, to secure the payment of the first mortgage bonds of the company to the amount of \$35,000 per mile for construction and equipment of road. The mortgage is recorded in Erie County, and all other counties through which the road passes. The line, as described, runs up the west shore of the Hudson River to Catskill, thence to the Mohawk Valley at Schenectady, and thence along the south side of the Mohawk to Utica, thence to Syracuse, Rochester and Buffalo.

Lake Erie, Evansville and Southwestern.—The first annual report to the shareholders of this company says that the length of the proposed line will be about 300 miles; that the cost of grading will be about \$6,000 per mile, except for about 30 miles in Indiana, where the cost will be less than \$10,000 per mile. The available resources for constructing the road consist of the company's capital stock, \$7,000,000, and its first mortgage bonds, \$6,000,000. Total, \$13,000,000. Of the capital stock, \$2,000,000 have been subscribed along the line, of which the city of Evansville takes \$300,000 payable in its municipal bonds. In Indiana the towns and counties benefitted are permitted by law to levy a tax of two per cent upon the valuation of their taxable real and personal property, and take the stock of the company therefor. The President has executed a contract with the New York Construction Company, to build and equip the entire line.

Schenectady & Susquehanna.—The Delaware & Hudson Canal Company has leased this road, lately completed, which extends from Schenectady to the line of the Albany & Susquehanna Road near Duaneburgh. By the terms of the lease the Delaware & Hudson Canal Company is to furnish the rolling

stock and to control and operate the road, paying the company 40 per cent of the gross earnings. The road was to be opened about August 1.

Staten Island Railroad.—This railroad, with its equipment, franchises, ferry and ferry-boats, is advertised to be sold to foreclose a mortgage, at the company's office, Vanderbilt's Landing, Staten Island, August 27. The road extends from Vanderbilt's Landing southeast 13 miles to Tottenville, nearly opposite Perth Amboy, N. J. It has three locomotives, eight passenger and six other cars, and five steam ferry boats. The cost of road and equipment is reported at \$381,000, and the first and only mortgage is for \$200,000. It is reported that the judgments for injuries caused by the Westfield disaster are the cause of the bankruptcy of the company.

The Chesapeake and Ohio Canal Company.—The Board of Directors of the Chesapeake and Ohio Canal Company met at Annapolis on August 14.

The President reports that owing to the very low state of water in the Potomac River, a proper supply has been only secured for the navigation of the canal by the extraordinary labor and care of the employees on Georgetown and Monocacy division.

It will be gratifying to all interested in the continued prosperity of the canal to learn that the gross earnings of the company for the past month are largely in excess of any corresponding period since the completion of the canal, while at the same time the expenses have been reduced.

Gross earnings of canal for July, 1872 \$58,636 27
Total expenses (pay of officers, ordinary and extraordinary expenses) 14,678 47

Net revenue for the month \$43,957 80
Number of tons of coal shipped, 101,600 15.

The increase of revenue for July, as compared with corresponding months in years 1870 and 1871, is as follows:

Total revenues for July, 1872 \$58,636 27
Total revenues for July, 1870 39,361 48

Increase in favor of July, 1872 \$19,274 79
Total revenues for July, 1872 \$58,636 27
Total revenues for July, 1871 47,170 56

Increase in favor of July, 1872 \$11,465 71
The reduction in expenses, as compared with corresponding periods, is:

Total expenses for July, 1870 \$15,021 23
Total expenses for July, 1872 14,678 47

Decrease in favor of July, 1872 \$342 67
Total expenses for July, 1871 \$16,639 64
Total expenses for July, 1872 14,678 47

Decrease in favor of July, 1872 \$2,021 17
—Baltimore Sun.

Hartford and New Haven Railroad.—Notice is given that the payment to the stockholders of this company of \$10 33-100 per share by the terms of the contract of consolidation with the New York and New Haven Railroad Company, will be made on and after the 15th day of August instant, at the usual place of receiving dividends. The transfer books are closed preparatory to the issuing of new certificates in the consolidated company, of which due notice will be given.

Union Pacific Railroad Company.—LAND DEPARTMENT.

Sales.
July, 1872.—31,389 30-100 acres, for \$133,897 03
Average per acre 4 26
Land grant bonds cancelled 53,000 00
Total sales to July 31, 1872:
Acres, 602,559 6-100 for 2,533,307 58
Average per acre 4 20
Lands belonging to the company remaining unsold, 11,477,440 94-100 acres.

Land Grant Bonds.
Total amount issued \$10,400,000 00
Less bonds cancelled by Land Department \$1,075,000
Bought by trustees 251,000
\$1,326,000 00
Leaving bonds outstanding \$9,074,000 00

Land notes on hand.
July 31, 1872.—Principal (interest not included) \$1,247,560 88
MORTON, BLISS & CO., Financial Agents.

New York, Aug. 14, 1872.

Sale of the St. Louis, Kansas C. and Northern Railroad.—A St. Louis despatch, dated Aug. 10, states that the sale of the St. Louis, Kansas City and Northern Railroad, formerly known as the North Missouri Railroad, at public auction on September 11, will be announced on Monday (Aug. 12.) The sale is ordered by the United States Court on the petition of William Hoge, of Philadelphia, and others, to satisfy a judgment against the road obtained by them last fall, amounting to over \$500,000.

The Boston, Hartford and Erie Railroad.—On Saturday, 10th inst., a bill in equity was filed in the Circuit Court of the United States for this district, by Mr. Munson, against the Assignees of the Boston, Hartford and Erie Railroad Company, and the trustees under the Berdell mortgage. This is similar to the bill filed by Mr. Dillon in May last. These bills claim a first lien on the proceeds of the bonds secured by the Berdell mortgage, and on the property of the company purchased therewith securing those bonds. If this position is sustained, the claims of Munson and Dillon, amounting to about two millions of dollars, will have to be paid in full.

The Western & Atlantic Railroad.—ATLANTA, Ga., Aug. 13.—The lease of the Western & Atlantic Railroad to the Brown-Cameron party has been ratified by both branches of the Legislature by an overwhelming majority.

Jeddo & Yokohama of Japan.—The first Japan railway is 3 feet 6 in gauge, single track, and is now running 13 miles. The passenger cars run about 22 miles per hour; and the receipts have averaged about \$500 per day. Fares, \$1 50; second class, \$1; third class, 50 cents. The line will be opened to Jeddo the early part of 1874. The cost is not quite down to the figure of our narrow-gauge roads, being \$120,000 per mile so far. It would seem that here is a good opening for American genius to try its hand with Japanese capital.

—Mr. Daniel Drew, as President of the Quicksilver Mining Company gives public notice that he will pay par in currency for the whole or any part of the first mortgage bonds of the company due June 1, 1873.

—The Buffalo, New York and Philadelphia Railroad is open from Buffalo to the State line.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Atlantic & G. W.		Chicago and Alton.		Central Pacific.		Clev. Col. Cin. & I.		Kansas Pacific.		Erie.	
1871.	1872.	1870.	1871.	1870.	1871.	1871.	1872.	1871.	1872.	1871.	1872.
(585 m.)	(585 m.)	(431 m.)	(511 m.)	(600 m.)	(890 m.)	(1,050 m.)	(390 m.)	(672 m.)	(672 m.)	(846 m.)	(914 m.)
\$330,469	\$351,342	\$281,108	\$352,235	\$72,316	Jan. 536,499	592,223	\$272,826	327,598	133,673	\$1,055,469	1,335,146
340,616	324,210	316,036	342,369	329,171	Feb. 485,490	571,836	273,732	318,627	152,264	971,193	1,270,006
395,764	372,397	342,896	384,999	318,021	Mar. 614,447	875,762	320,881	354,766	267,411	1,201,500	1,391,564
390,916	393,234	348,039	388,964	381,644	April. 720,929	949,598	380,698	366,960	304,915	1,253,955	1,596,598
371,375	435,544	408,655	461,290	440,457	May. 892,341	1,322,775	277,406	378,493	396,944	1,443,372	1,739,211
369,010	435,591	408,658	466,097	435,192	June. 735,176	1,222,140	288,775	328,434	366,086	1,498,494	1,465,933
374,233	417,903	418,709	533,655	482,987	July. 869,297	1,175,395	319,069	330,970	282,723	1,720,078	1,550,023
410,606	.....	506,680	534,163	.....	Aug. 1,006,733	.....	366,227	.....	328,000	1,864,551	.....
.....	.....	547,519	507,617	.....	Sept. 995,922	.....	385,281	.....	368,328	1,794,397	.....
.....	.....	475,608	473,227	.....	Oct. 981,005	.....	391,346	.....	392,500	.....	.....
.....	.....	441,197	455,608	.....	Nov. 897,224	.....	356,109	.....	290,230	.....	.....
.....	.....	404,263	377,687	.....	Dec. 673,358	.....	327,922	.....	210,197	.....	.....
.....	.....	4,849,404	5,278,910	.....	Year. 9,467,072	.....	3,869,076	.....	.....	.....	.....
Hav. & St. Jo. Lake Shore & M.S.		Ind. Bl. & Western.		Illinois Central.		Michigan Cent.		Mil. & St. Paul.		Marietta & Cin.	
1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.
(275 m.)	(1,074 m.)	(1,074 m.)	(1,074 m.)	(205 m.)	(205 m.)	(1,109 m.)	(1,109 m.)	(569 m.)	(569 m.)	(1,018 m.)	(1,018 m.)
\$169,396	\$150,497	\$1,082,595	\$1,276,150	\$59,815	105,076	Jan. 624,744	642,466	\$418,755	505,586	\$396,760	490,985
179,964	164,781	1,076,112	1,251,511	58,925	99,441	Feb. 529,617	557,068	442,665	484,022	327,431	387,565
293,436	214,302	1,312,617	1,470,048	71,570	109,830	Mar. 563,598	572,175	486,990	558,533	400,149	426,192
250,061	198,336	1,317,339	1,521,518	65,307	114,842	April. 620,228	647,988	470,703	607,678	483,884	474,188
237,500	187,361	1,190,033	1,471,467	77,642	125,286	May. 713,162	636,373	480,847	593,641	672,367	580,433
217,319	170,524	1,140,916	1,311,110	75,392	100,968	June. 718,722	641,410	427,006	505,314	594,769	594,769
236,199	.....	1,130,847	1,204,443	77,375	100,860	July. 707,992	616,680	422,015	.....	481,113	488,349
291,815	.....	1,295,369	.....	93,211	.....	Aug. 826,041	.....	529,890	.....	506,757	.....
297,243	.....	1,368,948	.....	100,168	.....	Sept. 890,287	.....	628,660	.....	815,345	.....
301,913	.....	1,402,597	.....	96,350	.....	Oct. 753,184	.....	582,802	.....	841,150	.....
252,497	.....	1,345,316	.....	95,787	.....	Nov. 755,436	.....	587,434	.....	644,625	.....
175,401	.....	1,235,285	.....	92,151	.....	Dec. 688,131	.....	507,050	.....	473,295	.....
2,902,804	.....	14,797,975	.....	964,193	.....	Year. 8,401,142	.....	5,939,602	.....	6,690,695	.....
Pacific Mo.		St. L. & Iron Mt.		Tol., P. & Wars'w.		St. Louis, K.C. & N.		St. L. A. & T. H.		Toledo, Wab. & W.	
1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.
(535 m.)	(471 m.)	(210 m.)	(210 m.)	(219 m.)	(248 m.)	(530 m.)	(530 m.)	(282 m.)	(282 m.)	(628 m.)	(628 m.)
\$218,735	254,319	\$126,218	173,707	\$79,969	108,188	Jan. 191,739	\$239,380	\$143,468	158,198	\$365,174	439,780
225,241	228,822	122,372	156,292	71,743	100,439	Feb. 192,130	245,110	124,810	140,471	328,791	431,949
319,964	327,404	144,637	182,055	76,938	105,456	Mar. 224,057	303,978	154,697	165,969	393,455	460,646
285,416	295,160	129,590	178,683	74,717	102,191	April. 222,461	279,850	140,302	154,641	443,610	447,313
284,732	269,559	117,664	187,225	94,709	117,904	May. 224,342	280,933	134,890	147,540	453,009	5,079,732
275,351	268,637	114,786	180,786	86,860	94,522	June. 211,581	296,820	159,544	149,839	439,515	462,868
287,540	265,406	118,016	181,240	93,268	90,070	July. 204,684	287,922	158,571	130,145	553,994	673,693
329,370	.....	131,489	.....	94,637	.....	Aug. ....	.....	165,107	.....	552,079	.....
364,348	.....	141,165	.....	104,545	.....	Sept. ....	.....	188,442	.....	558,816	.....
670,654	.....	175,792	.....	94,907	.....	Oct. ....	.....	186,489	.....	600,205	.....
335,103	.....	154,427	.....	100,821	.....	Nov. ....	.....	152,515	.....	531,080	.....
299,532	.....	169,605	.....	99,804	.....	Dec. ....	.....	102,995	.....	516,934	.....
.....	.....	.....	.....	.....	.....	Year. ....	.....	1,865,632	.....	5,736,665	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,521,142	.....

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, August 16, 1872.

The intense heat which has prevailed during the whole of the past week, and has been attended with unusual personal suffering, has served to restrict business within narrow limits. A decline of one per cent in gold has had an influence in the same direction; and on the whole trade has been quiet and prices weak. Evidence accumulates, however, that mercantile affairs are on a safe basis, and the prospects may be regarded as favorable with respect to the early future.

Cotton has varied but little, closing at 21½c. for middling uplands. Breadstuffs, after a further advance, have latterly shown some reaction; closing at \$7 45@7 65 for shipping extra flour, \$1 60@1 63 for No. 2 spring wheat, and 63c. for prime mixed corn. Groceries have been only moderately active, and prices without essential change.

There has been no important change in provisions during the past week. Bacon and lard have alone, among hog products, been in much demand; they sold freely, being contracted for largely for as late deliveries as December and January. Of bacon, several thousand boxes sold at 7½c. for long clear on the spot, 7½c. for September, and 8c. for October; short clear 8½c. for October, 8½c. for December, and 8c. for January, and long and short clear together at 7½c. for December and January. Lard met with an active demand at 9@9½c. prime Western steam on spot and all the year; 9½@9¾c. for kettle rendered, and 9¾@9½c. for refined, prime city 8½c. Butter has advanced 1@2c. for prime table sorts, but common and medium qualities have remained dull at 10@15c. Cheese has been weakened by a lower quotation by cable, and good to prime factories have latterly ruled dull at 11@12c. To-day pork was active and firm at \$13 75@13 80 for new mess August and September. Bacon was higher at 8c. for long clear. Lard sold at 9 1-16c. for prime steam. Cheese very firm for fine.

Freights have been more active, but at easier rates. On Tuesday eleven vessels were taken up to load grain to the United Kingdom, and fourteen vessels to load petroleum, mostly to the Continent. The grain vessels were at 7s. @ 7s. 6d. to Cork for orders, the lower rate for large barks, and the petroleum charters embraced half a dozen to the German Baltic at 7s. 4½d. @ 7s. 6d., and several to western ports on the continent at 6s. To-day rates were a shade firmer at 8½d. @ 8½d. for corn and wheat to Liverpool by steam, but with little doing.

Rosin had further advanced to \$3 85@3 84 for strained, but closes with sales at \$3 80@3 85. Spirits Turpentine has been firmer, closing at 51@51½c. Petroleum has declined to 22½c. for refined in bbls., and 11½c. for crude in bulk, at which there has been renewed activity in the latter. Tallow advanced to 9½c. for prime city, but receded yesterday to 9 5-16c. Whiskey declined, but closed at 93@93½c. Hides declined to 24c., gold, for prime dry Montevideo.

Tobacco has been moderately active for Kentucky leaf and prices firmer; sales 1,100 hhd., of which 800 were for export and 300 for home consumption; lugs quoted at 9@10c., and leaf, common to fine, 10½@15c. Seed leaf has been fairly active; new Connecticut wrappers have sold for home use, but in new crop Ohio, Pennsylvania and New York there has been a good business for export. Sales include 300 cases old crop seed leaf, 15@40c.; 1,460 cases new crop, Ct. wrappers, 48@60c.; 307 cases do. New York, 13@15c.; 151 cases do. Pennsylvania, 17½c.; 1,136 cases do. Ohio, 10½@14c. and 100 cases sundry wrappers, 25@50c., for Italy. Also 500 bales Havana at 98@117.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1872, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

ARTICLES.	Same time 1871.	Total since January 1, 1872.	Total this week.	All oth. Ports.	Other S. American.	Brazil.	British Guiana.	Mexico.	Other W. Indies.	Hayti.	Cuba.	Br. N. A. Colonies.	China & Japan.	Other S. Europe.	Spain.	Other N. Europe.	Germany.	Holland & Belg.	France.	Great Britain.
Breadstuffs—Flour, bbls.	590,241	1,093,490	21,187	9,366	38,810	57,009	37,307	1,180	196,952	41,724	24,397	107,197	1,384	1,510	...	...	...	...	...	...
Corn meal, bbls.	88,645	113,051	3,357	392	425	...	3,178	...	64,955	...	1,664	42,650	...	130,125	...	...	...	...	...	...
Wheat, bush.	10,887,793	6,736,844	208,099	6,736,844	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Barley, bush.	76,532	693,306	64,702	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oats, bush.	81,896	22,659	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Peas, bush.	15,067,455	15,067,455	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Corn, bush.	6,736,844	6,736,844	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Candles, tins.	1,873	41,915	1,873	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coffee, bags.	9,202	14,814	750	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Drugs, boxes.	188,969	396,495	11,513	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hops, bales.	3,905	4,340	2,010	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Naval st.—Sp. Turp. bbls.	4,600	1,973	2,010	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rosin, boxes.	115,780	37,422	2,518	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tar, bbls.	11,097	8,810	2,171	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oil cake, bbls.	644,372	10,419	8,810	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whalebone, bbls.	3,239,614	48,896,087	10,419	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shale, bbls.	2,500	2,339,442	2,339,442	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lard, casks.	940,834	188,119	10,313	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Provisions, Pork, bbls. & c.	30,733	477,513	342,884	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Beef, bbls. & c.	87,343	132,075	4,421	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bacon, bbls. & c.	81,540	104,963	1,032	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Butter, 100 lbs.	10,102	185,366	51,167	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cheese, 100 lbs.	340,351	49,393	13,290	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lard, 100 lbs.	363,737	389,415	35,360	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Flour, 100 lbs.	263,737	299,454	15,205	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wheat, 100 lbs.	156,831	1,092,392	15,205	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tobacco, leaf & c.	5,908	13,941	3,157	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whalebone, 100 lbs.	3,893	227,796	5,327	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whalebone, 1871.	72,007,201	5,971,787	14,071,938	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Values, 1872.	85,354,435	9,975,947	4,979,337	11,337,650	4,232,037	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Values, 1871.	138,283,459	146,244,981	138,283,459	146,244,981	138,283,459	146,244,981	138,283,459	146,244,981	138,283,459	146,244,981	138,283,459	146,244,981	138,283,459	146,244,981	138,283,459	146,244,981	138,283,459	146,244,981	138,283,459	146,244,981

Imports of Leading Articles.

The following table, compiled from Custom House returns shows the foreign imports of certain leading articles of commerce at this port for the last week, since January 1, 1872, and for the corresponding period in 1871:

(The quantity is given in packages when not otherwise specified.)

	For the week.	Since Jan. 1, 1872.	Same time 1871.		For the week.	Since Jan. 1, 1872.	Same time 1871.
China, Glass and Earthenware.....	502	11,595	9,835	Metals, &c.—			
China.....	1,463	36,404	40,892	Cutlery.....	283	4,370	4,376
Earthenware.....	10,35	410,319	340,009	Iron, R.R. bars.....	38,916	622,441	665,662
Glass.....	562	25,723	25,583	Lead, pigs.....	6,121	197,439	367,918
Glass plate.....	185	7,235	7,168	Steel.....	5,742	145,853	145,010
Buttons.....	154	3,919	4,166	Tin, boxes.....	8,211	631,212	640,798
Coal, tons.....	8,022	46,399	65,114	Tin slabs, lbs.....	110,730	4,577,835	3,479,182
Cocoa, bags.....	325	19,907	15,927	Sugar, lbs., tes.....	3,702	87,748	89,081
Coffee, bags.....	39,433	953,922	705,615	Sugar, hhds., tes.....	5,976	359,133	319,663
Cotton, bales.....	614	6,191	2,318	Sugar, boxes & bags.....	2,514	836,048	680,938
Drugs, &c.....	804	26,230	17,542	Wine, 12 1/2 gal. cases.....	33,318	873,916	619,931
Bark, Peruvian.....	714	18,566	15,412	Tobacco.....	678	42,59	34,393
Brimstone, tons.....	507	12,684	38,215	Waste.....	157	5,325	2,665
Cochineal.....	52	3,024	6,349	Wines, &c., by value.....			
Cream Tartar.....	50	1,365	1,238	Champagne, bks.....	2,573	115,448	110,576
Gambier.....	31	31,261	2,853	Wines.....	3,777	126,021	120,125
Gum, Arabic.....	39	3,381	4,918	Wool, bales.....	811	71,957	41,736
Indigo.....	81	4,521	1,909	Art. Jcs reported by value.....			
Madder.....	25	2,391	28,301	Cigars.....	\$53,553	1,289,717	1,141,740
O. s. essential.....	2	430	1,221	Corks.....	3,990	62,505	67,477
Oil, Olive.....	1,322	35,579	28,301	Fish.....	49,315	929,461	636,388
Opium.....	928	928	1,124	Fruits, &c.....	5,162	210,335	194,759
Soda, bi-carb.....	3,150	56,714	76,328	Lemons.....	5,961	419,998	543,863
Soda sal.....	74	10,332	35,157	Oranges.....	5,230	601,285	591,256
Soda, ash.....	484	33,285	29,522	Nuts.....	822,428	837,594	837,594
Flax.....	230	8,242	4,532	Raisins.....	307,36	7,224,341	7,205,423
Furs.....	156	5,082	4,432	Hides undressed.....	15,803	581,531	634,954
Gunny cloth.....	130	10,412	4,138	Cassia.....		502,508	368,802
Hemp, bales.....	5	11,527	71,451	Pepper.....	1,450	27,318	55,738
Hides, &c.....	49	1,191	1,489	Saltpetre.....	17,899	112,912	130,528
India rubber.....	349	14,314	12,723	Cork.....	1,894	220,418	196,392
Ivory.....	1,194	31,877	27,077	Fustic.....	211	30,225	32,814
Jewelry, &c.....	8	2,540	2,402	Logwood.....		392,584	195,514
Jewelry.....	136	2,594	3,359	Mahogany.....	225	92,530	82,694
Watches.....	67	818	971				
Linseed.....	12,015	374,101	522,203				
Molasses.....	1,330	109,658	111,001				

Receipts of Domestic Produce for the Week and since January 1.

The receipts of domestic produce for the week and since Jan. 1, and for the same time in 1871, have been as follows:

	This week.	Since Jan. 1.	Same time '71.		This week.	Since Jan. 1.	Same time '71.
Ashes.....pkgs.	164	1,592	4,515	Oil cake, pkgs.....	4,332	88,953	26,963
Breadstuffs.....	37,480	1,486,359	2,978,392	Oleander.....	1,124	59,715	42,899
Flour, bbls.....	141,595	4,614,310	9,268,490	Peanuts, bales.....	12,889	359,392	551,448
Corn.....	585,390	22,332,985	15,298,315	Provisions—			
Oats.....	241,141	7,290,432	3,769,149	Butter, pkgs.....	11,216	843,938	690,060
Rye.....	24,230	2,502,656	6,235	Cheese.....	2,327	217,272	117,015
Barley, &c.....	62,334	1,536,538	6,855,865	Cutmeats.....	4,719	317,454	291,959
Grass seed.....	400	219,170	149,927	Eggs.....	186	18,214	152,146
Beans.....	452	82,580	31,353	Pork.....	115	14,133	15,518
Pesa.....	600	166,933	39,321	Beef, pkgs.....	2,700	283,622	155,551
C. meal, bbls.....	1,359	118,027	129,001	Lard, kegs.....	475	16,374	14,095
Cotton, bales.....	2,247	376,698	627,132	Rice, pkgs.....	57	8,110	12,616
Hemp, bales.....	721	466,978	268,781	Wool, bales.....	9,311	29,308	15,146
Hides.....	152	6,861	29,225	Stearine.....	541	16,363	13,433
Hops, bales.....	60,000	2,153,906	2,014,511	Sugar, hhds., &c.....		5,582	12,258
Leather, sides.....		31,454	41,753	Tallow, pkgs.....	866	26,725	18,574
Molasses, hds.....	9	6,226	4,159	Tobacco, bbls.....	4,425	166,697	155,514
Naval Stores.....	2,895	41,419	31,589	Tobacco, pkgs.....	1,332	49,398	67,344
Spirits turp.....	12,938	375,736	288,418	Whiskey, bbls.....	2,558	124,299	100,481
Rosin.....		25,40	12,966	Wool, bales.....	1,960	13,408	93,550
Tar.....		1,564	409	Dressed hogs, No.....		80,245	90,114
Pine.....							

COTTON.

FRIDAY, P. M., August 16, 1872.

By special telegrams received by us to-night from the Southern ports, we are in possession of the returns showing the receipts exports, &c., of cotton for the week ending this evening Aug. 16. From the figures thus obtained it appears that the total receipts for the seven days have reached 2,472 bales against 1,178 bales last week, 2,117 bales the previous week, and 2,566 bales three weeks since, making the total receipts since the first of September, 1871, 2,714,436 bales against 3,995,054 bales for the same period of 1870-71, showing a decrease since September 1 this year of 1,280,618 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1871 are as follows:

RECEIPTS			RECEIPTS		
Rec'd this week at—	1872.	1871.	Rec'd this week at—	1872.	1871.
New Orleans..... bales	201	3,219	Florida..... bales	...	17
Mobile.....	32	434	North Carolina.....	21	139
Charleston.....	204	560	Virginia.....	563	602
Savannah.....	156	748	Total receipts.....	2,472	7,630
Texas.....	1,131	912	Decrease this year.....	5,158	
Tennessee, &c.....	219	902			

The exports for the week ending this evening reach a total of 7,688 bales, of which 7,988 were to Great Britain, none to France, and none to rest of the Continent, while the stocks as made up this evening, are now 67,298 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night:

Week ending Aug. 16.	Exported to—			Total this week.	Same w'k 1871.	Stock.	
	G. Brit.	France	Cont'n't			1872.	1871.
New Orleans.....	...	...	...	8,155	6,136	31,314	
Mobile.....	...	...	...	439	717	2,722	
Charleston.....	...	...	...	...	3,518	2,722	
Savannah.....	...	...	...	...	977	3,615	
Texas.....	7,688	...	...	2,551	2,122	8,552	
New York.....	...	...	...	7,688	6,508	51,541	
Other ports.....	...	...	...	...	10,000	12,000	
Total.....	7,688	...	...	7,688	17,647	67,298	114,421
Since Sept. 1.....	1,454,315	183,519	314,443	1,952,387	8,136,807	...	...

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 9,959 bales, while the stocks to-night are 47,123 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Aug. 9, the latest mail dates. We do not include our telegrams to-night, as we cannot insure the accuracy or obtain the detail necessary by telegraph.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast-wise Ports.	Stock.
	1871.	1870.	Great Britain.	France.	Other Foreign.	Total.		
New Orleans.....	932,768	1,427,981	568,517	140,666	179,793	888,976	195,927	6,648
Mobile.....	255,693	399,396	128,041	2,235	9,869	137,910	157,586	717
Charleston.....	369,142	347,454	88,663	2,235	20,490	111,318	165,211	3,563
Savannah.....	448,468	725,862	179,142	39,645	77,598	296,785	160,570	1,822
Texas.....	159,800	308,820	102,879	2,525	12,411	113,515	83,738	1,048
New York.....	103,511	149,562	331,255	1,065	8,066	360,386	526,448	
Florida.....	51,932	91,198	...	...	...	15,688	51,599	342
North Carolina.....	273,250	339,852	3,861	...	...	3,864	272,909	703
Virginia.....	115,152	14,279	22,916	...	6,746	29,162	11,000	
Other ports.....	271,964	...	144,537	183,519	314,443	1943,299	1108,406	81,577
Total this year.....	3987,324	2337,015	1,621,621	649,815	318,900	1230,301	139,208	

The market during the past week has probably shown as little variation in tone and prices, whether for immediate or future delivery, as could be well imagined. Some weakness on Tuesday morning and a flurry on Wednesday, which caused a partial and temporary advance of $\frac{1}{4}$ ¢ in futures, are all that have occurred to disturb the prevailing monotony. Holders continue disposed to let their stock go, in view of the early maturing of the first plantings of the new crop, and the sales therefore for export and consumption have been quite free for this period of the season. Reports with regard to the growing crop have been conflicting and have had little influence on the market. To-day the feeling was quiet and the close dull and depressed, but without quotable decline. The prices for futures last reported were (basis low middling) 20 $\frac{1}{4}$ ¢ for August, 20 $\frac{1}{4}$ ¢ for September, 19 $\frac{1}{4}$ ¢ for October, 18 $\frac{1}{4}$ ¢ for November, 19 $\frac{1}{4}$ ¢ for December, and 18 $\frac{1}{4}$ ¢ for January. The total sales of this description for the week are 50,750 bales, including — free on board. For immediate delivery the total sales foot up this week 8,266 bales including 2,552 for export, 5,702 for consumption, 12 for speculation, and none in transit. Of the above, — bales were to arrive. The following are the closing quotations to-day:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary..... per lb.	16 $\frac{1}{2}$ ¢	16 $\frac{1}{2}$ ¢	16 $\frac{1}{2}$ ¢	16 $\frac{1}{2}$ ¢
Good Ordinary.....	19 $\frac{1}{2}$ ¢	19 $\frac{1}{2}$ ¢	19 $\frac{1}{2}$ ¢	19 $\frac{1}{2}$ ¢
Low Middling.....	21 $\frac{1}{2}$ ¢	21 $\frac{1}{2}$ ¢	21 $\frac{1}{2}$ ¢	21 $\frac{1}{2}$ ¢
Middling.....	23 $\frac{1}{2}$ ¢	23 $\frac{1}{2}$ ¢	23 $\frac{1}{2}$ ¢	23 $\frac{1}{2}$ ¢
Good Middling.....	25 $\frac{1}{2}$ ¢	25 $\frac{1}{2}$ ¢	25 $\frac{1}{2}$ ¢	25 $\frac{1}{2}$ ¢

Below we give the sales of spot and transit cotton and price of Uplands at this market each day of the past week:

	SALES.					PRIORS.			
	Exp't.	Con- sump.	Spec ula'n	Trans- it.	Total.	Ord'ry.	Good Ord'ry.	Low Mid'dg.	Mid- dling
Saturday	319	771	...	...	1,093	16%	19%	20%	21%
Monday	313	462	...	...	775	16%	19%	20%	21%
Tuesday	669	1,122	...	...	1,791	16%	19%	20%	21%
Wednesday	276	885	...	...	1,161	16%	19%	20%	21%
Thursday	763	1,423	12	...	2,223	16%	19%	20%	21%
Friday	237	1,033	...	...	1,240	16%	19%	20%	21%
Total	2,552	5,702	12	...	8,266	...	...	...	...

For forward delivery the sales (including — free on board), have reached during the week 50,750 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For August.		bales.	cts.	bales.	cts.	bales.	cts.
bales.	cts.	1,750.....	20 1/4	100.....	19 7-16	1,200.....	18 1/4
no not be-		1,600.....	20 5-16			1,300.....	18 9-16
fore 30th.....	30 1/4	3,400.....	20 1/4	9,950 total Octob'r.		2,400.....	18 1/4
s. n. n.....	30 1/4	200.....	20 13-16			800.....	18 11-16
no not be-		4,300.....	20 7-16	For November.			
fore 30th.....	30 1/4	1,700.....	20 1/4	650.....	18 1/4	7,500 total for Dec.	
100 s. n.....	30 1/4	100.....	20 9-16	400.....	18 11-16		
300.....	30 1/4	23,150 total Sept'r.		2,700.....	18 1/4	For January.	
110 s. n.....	30 1/4			900.....	18 13-16	100.....	18 1/4
				1,800.....	18 1/4	100 old form	
1,300, total August.				800.....	18 15-16	contract, 18 9-16	
						400 old form	
For September.				7,250 total Novem.		contract.....	18 1/4
500.....	20					500.....	18 1/4
2,000.....	20 1-16	500.....	19 1-16			100.....	18 1/4
5,500.....	20 1/4	2,300.....	19 1/4	For December.		1,200 total Jan.	
1,900.....	20 3-16	400.....	19 3-16	700.....	18 1/4		
		900.....	19 3-16	600.....	18 7-16		
		1,000.....	19 5-16				
		1,550.....	19 1/4				
		500 sellers option, all this year, at 18 1/4.					

500 sellers option, all this year, at 18 $\frac{1}{4}$ ¢.

The following exchanges have been made during the week:

100 August s. n. for 100 September, even.
1 $\frac{1}{2}$ ¢. paid to exchange 500 October for 500 September.
1 $\frac{1}{2}$ ¢. " " 200 October for 200 September.
1 $\frac{1}{2}$ ¢. " " 600 December for 600 September.

WEATHER REPORTS BY TELEGRAPH.—Our crop reports received by telegraph to-night are very similar to the reports of the last few weeks—some of them very favorable, while others cannot fail to excite anxiety as to the result. It would appear quite clear that in portions of the South there has been of late weeks more rain than is desirable, and further that the army worm has

made its appearance in certain sections of the Gulf States at least; what injury will result must depend largely upon the weather in the future, warm dry weather being very much needed now at all such points. From Galveston our telegram states they are wanting rain, and have had some, but not enough to do much good; in the upper counties they have complained of drought for several weeks and our correspondent adds that the crop reports are becoming less favorable. At New Orleans it has rained every day but one during the week—heavy, short, local thunderstorms. It has rained on three days at Selma, and at Montgomery warm, sultry and wet weather has prevailed; our Montgomery correspondent adds that the third crop of caterpillars is beginning to appear, and is causing increased anxiety as the weather is so unfavorable, meaning we suppose so wet as to be favorable for the propagation and growth of the worms. From Mobile our telegram states it has rained on one day; that shedding, rust and worms are reported, and our correspondent believes the middle crop in that State will be poor. Our correspondent at Macon continues to take a very hopeful view of the crop in that vicinity; he states that it has rained there on three days of the week, and the plant looks strong and healthy; the rumors of injury from caterpillars in that section he still considers of but little importance. At Columbus it has rained every day but one, and considerable shedding is reported. Our Augusta correspondent telegraphs that they are having too much rain there, and that they have had one very severe storm during the week. At Savannah it has been warm, sultry and wet, and reports with regard to the crop from the interior are conflicting; new cotton is coming in slowly. It has rained on three days at Charleston; considerable shedding is reported. At Memphis it has been warm and dry all the week, and crop reports are favorable, with the exception of statements of rust at some points. Our Nashville telegram says that the crop is developing promisingly in that district; there have been three showers during the week. The thermometer at Memphis has averaged 84; at Charleston, 85; Columbus, 82; Macon, 85; Montgomery, 87; Selma, 86, and at Galveston, 84.

NEW CROP RECEIPTS.—The following statement will show the date of the first receipts of new cotton the past four seasons the growth of the State named:

State.	Received at	1872.	1871.	1870.	1869.
Texas.....	Galveston...	July 16	July 21	July 28	Aug. 3
Louisiana.....	New Orleans.	Aug. 4	Aug. 4	Aug. 13	Aug. 7
Mississippi.....	New Orleans.	Aug. 4	Aug. 4	.....	.....
Alabama.....	Mobile.....	Aug. 7	Aug. 12	Aug. 9	Aug. 11
Florida.....	Savannah....	July 31	Aug. 6	.....	.....
Georgia.....	Savannah....	July 31	Aug. 6	Aug. 6	Aug. 12
South Carolina.....	Charleston...	Aug. 7	Aug. 15	.....	.....
Tennessee.....	Memphis.....	Aug. 23	Aug. 23	Aug. 23	Aug. 21
Arkansas.....	Memphis.....	Aug. 23	.....	.....	.....

The Texas crop is undoubtedly in a forward condition, but in the other States a portion of the crop is forward, while in most sections the late plantings are backward.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, the shipments from Bombay to Great Britain for the past week have been 8,000 bales and to the continent, — bales, while the receipts at Bombay, during the same time have been 1,000 bales. The movement since the first of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are for the week ending Thursday, Aug. 15:

	Shipments this week to—			Shipments since Jan. 1 to—			Week's receipts.
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	
1872.....	8,000	none	8,000	624,000	207,000	831,000	1,000
1871.....	12,000	1,000	13,000	677,000	306,000	983,000	3,000

From the foregoing it would appear that compared with last year there is a decrease this year in the week's shipments to Great Britain of 4,000 bales, and that the total movement since Jan. 1 now shows a decrease in shipments of 152,000 bales over the corresponding period of 1871.

GUNNY BAGS, BAGGING, &c.—The market for cloth is dull, and prices favor buyers. The sales here have been 250 rolls, in lots, at 15¢ and 1,500 rolls, in Boston, at 14¢, cash, on delivery. We quote domestic at 15¢, and native at 14¢, nominal. Bags are less active at the close, but the sales of last week were 172 bales light and 325 bales medium at about 14¢; light are scarce, heavy are quoted at 15¢. Hemp is dull. Sales since our last of 1,000 bales at 10¢, gold, quoted at 10½¢@11¢, gold. Jute Butts are in fair demand, with sales since our last of 3,500 bales, at 2½¢@2¾¢, chiefly at the lower price.

VISIBLE SUPPLY OF COTTON MADE UP BY CABLE AND TELEGRAPH.—By cable we have to-night the stocks at the different European ports, the India cotton afloat for all of Europe, and the

American afloat for each port as given below. From figures thus received, we have prepared the following table, showing the quantity of cotton in sight at this date (Aug. 16) of each of the two past seasons:

	1872.	1871.
Stock in Liverpool.....	bales. 918,000	596,000
Stock in London.....	239,000	82,924
Stock in Havre.....	256,000	89,500
Stock in Marseilles.....	19,500	23,289
Stock in Bremen.....	30,000	53,750
Stock in Amsterdam.....	68,000	53,000
Stock at Antwerp.....	46,000	20,000
Stock at Barcelona.....	65,000	65,000
Afloat for Great Britain (American).....	18,000	67,000
Afloat for Havre (American and Brazil)...	3,250	13,983
Afloat for Bremen (American).....	none	3,450
Afloat for Amsterdam (American).....	none	5,600
Total Indian cotton afloat for Europe.....	301,000	606,632
Stock in United States ports.....	67,298	114,421
Stock in inland towns.....	5,975	13,312
Total.....	2,037,023	1,807,871

These figures indicate an increase in the cotton in sight to-night of 239,152 bales compared with the same date of 1871.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipment's for the week, and stock to-night and for the corresponding week of 1871:

	—Week ending Aug. 16, 1872—		—Week ending Aug. 18, '71—	
	Receipts.	Shipments.	Receipts.	Shipments.
Augusta.....	54	91	1,693	329
Columbus.....	4	39	160	56
Macon.....	1	8	453	94
Montgomery.....	75	115	328	63
Selma.....	5	11	95	105
Memphis.....	230	482	2,861	659
Nashville.....	2	353	385	53
Total.....	371	1,099	5,975	1,359
			2,772	13,312

The above totals show that the interior stocks have decreased during the week 723 bales, and are to-night 7,337 bales less than at the same period last year. The receipts have been 988 bales less than the same week last year.

The exports of cotton this week from New York show a decrease since last week, the total reaching 7,688 bales, against 9,068 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1871; and in the last column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1871

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	July 24.	July 31.	Aug. 7.	Aug. 14.		
Liverpool.....	1,840	6,950	9,068	7,688	348,429	576,117
Other British Ports.....	.....	.....	.....	.....	2,826	12,199
Total to Gt. Britain	1,840	6,950	9,068	7,688	351,255	588,316
Havre.....	.....	.....	.....	.....	946	5,760
Other French ports.....	.....	.....	.....	.....	119	605
Total French	.....	.....	.....	.....	1,065	6,365
Bremen and Hanover.....	.....	.....	.....	.....	5,380	20,926
Hamburg.....	.....	.....	.....	.....	349	6,879
Other ports.....	.....	.....	.....	.....	1,141	24,306
Total to N. Europe.	.....	.....	.....	.....	6,870	32,111
Spain, Oporto & Gibraltar &c	.....	.....	.....	.....	.....	2,463
All others.....	.....	.....	.....	.....	1,196	763
Total Spain, &c.....	.....	.....	.....	.....	1,196	3,226
Grand Total.....	1,840	6,950	9,068	7,688	360,386	650,018

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, 1871:

REC'DS FROM	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	1,294	125,868	.....	41,545	.....	3,513	.....	137
Texas.....	.....	48,208	.....	15,390	.....	3,676	.....	511
Savannah.....	139	56,137	.....	28,743	220	15,927	12	10,410
Mobile.....	.....	1,647	.....	22,351	.....	692	.....	126
Florida.....	.....	9,336	.....	4,794	.....	9,900	.....	9,326
Sth Carolina.....	491	136,692	.....	4,794	.....	2,959	.....	64
Nth Carolina.....	278	40,464	.....	405	.....	.....	.....	21
Virginia.....	349	150,861	21	74,410	.....	.....	.....	32,768
North'n Ports.....	.....	4,286	641	58,785	.....	.....	.....	755
Tennessee, &c.....	190	106,006	.....	32,458	29	31,996	.....	46,194
Foreign.....	402	8,904	.....	957	.....	1,943	.....	119
Total this year	3,143	728,429	662	279,838	306	70,606	105	108,287
Total last year	4,857	1,080,979	6,328	302,332	1,330	65,356	722	130,794

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 7,688 bales. So far as the Southern ports are concerned, these are the

same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

			Total bales.
New York—To Liverpool, per steamers Abyssinia, 1,498...	Egypt,		
1,902...City of New York, 628...Ariatic, 1,181....	Cuba, 727		
M'nesota, 1,652... per ship Clanranald, 140.....			7,688
Total.....			7,688

The particulars of these shipments, arranged in our usual form are as follows:

	Liverpool.	Total.
New York.....	7,688	7,688
Total.....	7,688	7,688

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 114½ and 115½, and the close was 115½. Foreign Exchange market is dull and weak. The following were the last quotations: London bankers', long, 108½; short, 109½, and Commercial, 108@108½. Freight closed at ½d. by steam and 3-16d. by sail to Liverpool, ½c. gold by steam and ¾c. by sail to Havre, and ½d. by steam to Hamburg.

BY TELEGRAPH FROM LIVERPOOL.—

LIVERPOOL, Aug. 16—5 P. M.—The market opened quiet and closed heavy to-day, with sales footing up 10,000 bales, including 2,000 bales for export and speculation. The sales of the week have been 70,000 bales of which 12,000 bales were taken for export and 5,000 bales on speculation. The stock in port is 918,000 bales, of which 251,000 bales are American. The stock of cotton at sea bound to this port is 234,000 bales of which 18 000 bales are American.

	July 26	Aug. 2	Aug. 9.	Aug. 16
Total sales.....	59,000	77,000	85,300	70,000
Sales for export.....	7,000	11,000	12,000	12,000
Sales on speculation.....	6,000	9,000	6,000	5,000
Total stock.....	96,000	985,000	936,000	918,000
Stock of American.....	301,000	292,000	268,000	251,000
Total adroit.....	302,000	240,000	252,000	234,000
American adroit.....	34,000	24,000	16,000	18,000

The following table will show the daily closing prices of cotton for the week

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Mid. Up'ds. 10 @....	9½@....	9½@ 9½	9½ 10	9½@10	9½@...	
* Orleans. 10½@10½	10½@...	10½@....	10½@...	10½@...	10½@10½	

Trade Report.—The market for yarns and fabrics at Manchester is quiet but firm.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of August 3, states:

LIVERPOOL, Aug. 3.—The following are the prices of middling qualities of cotton, compared with those of last year:

	Ord. & Mid.		Fair & g'd fair		Good & Fine		Same date 1871-72	
	Ord.	Mid.	Fair	g'd fair	Good	Fine	Mid.	Fair
Sen. Ireland.....		22	26	34	40	46	22	29
Florida.....		20	26	28	30	34	20	23
Ord. G. Ord. L. Mid. Mid. G. Mid. F. Mid. G. Mid. M. F.								
Upland... 7%	8%	9%	9%	10	10%	8 15-16	9 5-16	9%
Mobile... 7%	8%	9%	9%	10	10%	9	5-16	9%
N.O. & Tex 7%	9	9%	10	10%	11%	9%	9%	10

Since the commencement of the year the transactions on speculation and for export have been :

	Taken on spec. to this date			Actual exp. from Liv. Hull & other outports to date			Actual exp't from U. K.
	1872, bales.	1871, bales.	1870, bales.	1872, bales.	1871, bales.		1871, bales.
American...	177,769	250,740	131,010	63,725	274,234		302,138
Brazilian...	82,140	72,450	7,720	26,581	38,499		60,331
Egyptian...	31,980	20,500	4,940	4,935	8,129		12,636
W. Indian...	3,580	7,310	810	5,284	5,646		15,743
E. Indian...	207,440	57,370	74,550	144,228	192,067		519,485

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand on Thursday evening last:

SALES, ETC., OF ALL DESCRIPTIONS.								
—Sales this week.			Total		Same	Average		
Trade.	Ex- port.	Specu- la-tion.	Total.	year.	period	weekly		
1876.	1876.	1876.	1876.	1876.	1877.	1877.		
American...bales 27,500	3,550	3,923	35,170	1,113,890	1,608 6	28,060	41,8	
Brazilian.....do 12,010	560	60	12,630	490,180	285,350	12,630	55,5	
European.....do 4,700	170	10	3,680	189,790	147,750	5,100	4,7	
Smyrna & Greek 840	130		280	12,240	4,730	1,510	1,6	
West Indian, &c 130			790	56,890	66,440		8,9	
East Indian.....13,070	7,060	4,630	24,760	743,600	529,250	11,030	8,9	
Total.....	57,320	11,470	8,710	77,500	2,606,990	2,645,910	58,370	62,5

	Imports.				Stocks.			
	This year	To this date	To this date	To this date	This year	This date	Same date	Dec. 31st
American.....	13,535	1,022,393	1,438,371	2,235,424	291,910	362,420	1871.	168,800
Brazilian.....	9,051	530,290	294,360	500,466	180,480	122,950	1870.	64,083
Egyptian.....	1,377	174,295	164,886	264,880	67,000	50,880	1871.	49,755
Smyrna & G'rk	630	15,857	15,857	6,458	10,000	2,000	1870.	11,555
W. Indian.....	4,842		55,284	113,640	38,850	26,110	1871.	11,555
East Indian.....	43,795	586,330	381,053	895,358	396,930	106,570	1870.	272,777

BREADSTUFFS.

FRIDAY P. M., August 16, 1873

The market opened the week with general activity and buoyancy, but has latterly ruled dull and drooping, under a decline in gold, lower quotations from abroad, and freer supplies at all points. As usual, when prices take a downward turn, buyers have retired, in order to test fully the strength of the holders.

Flour was in active demand early in the week; prime superfine Western brought as high as \$6 75, and the range for ship-

ping extras was from \$7 25@8, with very few to be had under \$7 50. But on Wednesday, duil accounts from abroad were supplemented by liberal receipts and a decline in gold. An increased pressure to sell at the late advance, developed indifference on the part of buyers, and prices took a downward turn, and a very unsettled tone pervaded the market. The receipts embrace considerable quantities from new wheat, which is taken sparingly for mixing. To-day the market was quiet and nominally unchanged.

The wheat market has been very unsettled. The decline has been most decided in winter wheat, of which supplies of new begin to come forward. On Tuesday No. 2 spring Chicago and Milwaukee sold at \$1 66@1 68, and yesterday (Thursday) at \$1 60@1 62. The new wheat is mainly red Ohio winter, which was yesterday taken for shipment at \$1 60@1 62½. The quality is but fair, and the condition not good. There have been frequent showers in all parts, which have greatly impeded threshing operations and prevented the wheat from getting into condition to be marketed. The reverse of this was true last August, and, together with the lateness of the crop, has caused a sharp reduction in the visible supply of wheat. To-day there was a firmer feeling; new red brought \$1 63, and \$1 60 was freely bid for No. 2 Chicago and not uniformly accepted.

Corn steadily gained strength until, on Wednesday, mixed sold at 63½@63¾c for steamer and 64½@64¾c for sail; but yesterday prime sail mixed was closed out freely at 64c, private advices from Liverpool having reported a decline in that market. The market is without change in its leading features. Its fluctuations are slight and caused by momentary influences. Receipts are liberal at all points, but they are liable to fall off at once, and there is no accumulation of stocks. To-day there was a decline to 63 @ 63½ for prime mixed afloat.

Rye has sold more freely for export to the Continent, mainly Western at 74@75c afloat, including a boat load to-day at 74½c.

Barley and peas remain quiet and nominal.

Oats ruled very firm until Wednesday, when prime Western declined to 45c afloat. Some of the new crop is coming to market, but they are generally of poor quality. To-day there were large sales of No. 2 Chicago at 43½c afloat, a decline of fully 2c from the price early in the week.

The following are closing quotations:

FLOUR.		GRAIN.	
Superfine State and Western	8 10 11	Wheat—No. 2 spring, bush.	\$1 60 1/2 1 63
Extra State, &c.	7 10 11	No. 1 spring	1 64 1/2 1 70
Western Spring Wheat	7 10 11	Red Western	1 63 1/2 1 65
do double extras	7 15 10 7 50	Amber do.	1 75 1/2 1 85
do double extras	8 25 9 50	White.	1 75 1/2 1 85
do double extras	7 75 11 50	Corn—Western mixed.	8 60 1/2 8 64
City shipping extras.	7 50 10 7 50	Yellow Western.	8 60 1/2 8 64
City trade and family brands.	8 50 11 11 50	Southern, white.	8 34 1/2 8 36
Southern bakers' and family brands	9 50 11 11 50	Rye—State and Canada.	7 40 1/2 7 45
do shipping extras.	8 25 9 50	Western.	7 39 1/2 7 45
Rye flour.	4 25 5 10	Oats—Black	4 10 1/2 4 14
Corn meal—Western, &c.	3 40 4 35	White mixed.	4 20 1/2 4 24
Corn meal—B'wine, &c.	3 85 4 75	White Oats and State.	4 20 1/2 4 24
		Barley State.	4 00 1/2 4 05
		Canada West	1 00 1/2 1 05
		Peas—Canada.	90 1/2 1 10

The movement in breadstuffs at this market has been as follows :

	RECRUITS AT NEW YORK.				EXPORTS FROM NEW YORK.			
	1872.		Same		1872.		1871.	
	For the week.	Since Jan. 1.	time Jan. 1, 1871.		For the week.	Since Jan. 1.	For the week.	Since Jan. 1.
Flour, bbls.,	37,480	1,486,359	1,978,892	21,187	590,241	20,357	1,065,426	
C. meal, "	1,350	118,027	129,001	3,377	193,065	1,662	82,645	
Wheat, bus.	344,505	4,613,310	9,268,460	208,099	5,726,844	390,343	10,887,933	
Corn, "	886,390	22,132,985	35,268,305	696,071	15,898,942	380,043	6,773,126	
Rye, "	24,324	325,095	67,336	61,702	564,395	5,068	76,524	
Barley, &c	62,234	1,526,538	620,985		23,659		81,896	
Oats, "	244,144	7,290,452	3,769,149	450	22,426	664	10,607	

The following tables, prepared for THE CHRONICLE by Mr. F. H. Walker, of the New York Produce Exchange, show the Grain in sight and the movement of Breadstuffs to the latest mail dates :

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING
AUGUST 10, AND FROM JULY 27 TO AUGUST 10.

	Flour, bbls. (196 lbs.)	Wheat bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (48 lbs.)	Barley, bush. (56 lbs.)	Rye, bush. (56 lbs.)
Chicago.....	21 106	158 166	1,607 130	104 875	6 700	26 418
Milwaukee.....	12 014	41 525	19 379	17 291	5 626	1 000
Toledo.....	4 397	118 742	243 632	32 039		900
Detroit.....	4 813	76 102	8 842	15 518	156	263
Cleveland.....	2 900*	35 650	4 500	9 500	15 000	3 488
St. Louis.....	21 748	226 537	141 062	130 587	753	3 368
Duluth.....			No report.			
Total.....	66 108	656 822	1,724 535	309 810	28 235	31 969
Previous week.....	57 781	488 815	1,076 818	166 516	20 841	7 215
Corresp'g week '71.....	130 048	1,227 540	1,291 489	1,059 162	117 807	99 637
" 70.....	92 834	1,099 732	809 433	996 375	37 082	56 171
" 69.....	95 521	1,481 391	1,515 467	1,264 270	15 660	18 871
" 68.....	89 393	1,041 085	1,281 684	1,003 353	18 113	29 274
" 67.....	101 193	919 391	809 101	612 284	10 339	38 186
Total July 27 to date.....	223 889	1,085 337	2,081 356	476 326	49 076	39 344
Same time 1871.....	253 365	3,268 697	3,038 406	2,505 212	186 004	224 173
Same time 1870.....	184 402	2,977 331	1,676 232	1,791 699	67 220	100 117
Same time 1869.....	162 541	2,583 473	1,515 158	682 767	25 410	36 746

* Estimated.

Imports this week..	1,661	2,192	179	992	
" since Jan.1.....	6,708	18,655	1,935	10,942	26,667
" same time 1871.....	14,567	27,970	2,524	12,596	25,347
Stock in first hands.....	2,526	5,820	2,962		
" " same time '71.....	2,873	7,258	3,237		7,000
" " same time '70.....	16,684	7,174	8,743		

Imports of Sugar & Molasses at leading ports since Jan. 1*

The imports of sugar (including Melado), and of Molasses at the leading ports from January 1, 1872, to date, have been as follows:

	Sugar.		Molasses.	
	Boxes.	Hhds.	Boxes.	Hhds.
1872.	1871.	1872.	1871.	1872.
New York	270,871	289,638	321,312	301,101
Boston	21,443	25,378	63,031	69,589
Philadelphia	19,839	23,852	31,373	55,755
Baltimore	11,821	31,115	98,988	91,475
New Orleans	59,547	27,233	6,015	9,006
Total	393,894	347,151	513,781	526,926

* Including blanda and barrals reduced to hhds.

† Includes Jaskets, &c., reduced.

WHOLESALE PRICES CURRENT.**Tea.**

Hyson, Common to fair	45	@	50	Hyson Sk. & Tw. C. to fair	21	@	25
do Superior to fine	55	@	60	do do Sup. to fine	27	@	31
do Ex. fine to finest	30	@	35	do do Ex. f. to finest	36	@	40
Young Hyson, Com. to fair	38	@	42	Uncol. Japan, Com. to fair	32	@	36
do Super. to fine	35	@	39	do Sup. to fine	50	@	55
do Ex. fine to finest	33	@	37	do Ex. f. to finest	70	@	75
Gunpowder Com. to fair	53	@	57	Oolong, Common to fair	32	@	36
do Sup. to fine	55	@	59	do Superior to fine	41	@	45
do Ex. fine to finest	100	@	110	do Ex. fine to finest	70	@	75
Imperial, Com. to fair	37	@	41	Sou. & Cong., Com. to fair	50	@	55
do Sup. to fine	37	@	41	do Sup. to fine	49	@	53
do Extra fine to finest	75	@	82	do Ex. f. to finest	63	@	68

Coffee.

Rio Prime	gold.	18	@	18 1/2	Native Ceylon	gold.	16	@	18
do good	gold.	17	@	17 1/2	do do	gold.	16	@	17 1/2
do fair	gold.	16 1/2	@	17	Leguayra	gold.	17	@	18
do ordinary	gold.	15	@	15 1/2	St Domingo	gold.	14	@	14 1/2
Java, mats and bags	gold.	18 1/2	@	20 1/2	Jamaica	gold.	6	@	6 1/2
Java mats, brown	gold.	21	@	23	Mocha	gold.	22	@	23

Sugar.

Cuba, Inf. to com. refining	7 1/2	@	8 1/2	Havana, Box, white	11 1/2	@	12 1/2
do fair to good refining	8 1/2	@	9 1/2	Porto Rico, refining grades	7 1/2	@	8 1/2
do prime	9	@	9 1/2	do do grocery grades	9	@	9 1/2
do fair to good grocery	9	@	9 1/2	Brazil, bags	7 1/2	@	8 1/2
do pr. to choice grocery	9 1/2	@	9 1/2	Manila, bags	7 1/2	@	8 1/2
do centrifugal, hhds. & bxs.	9 1/2	@	10 1/2	White Sugars, A.	11 1/2	@	11 1/2
do Melado	4 1/2	@	5 1/2	do B.	10 1/2	@	10 1/2
do molasses	7 1/2	@	8 1/2	do do extra C	10 1/2	@	10 1/2
Hava, Box, D. S. Nos. 7 to 9	8	@	8 1/2	Yellow sugars	9	@	9 1/2
do do do 10 to 12	9	@	9 1/2	Crushed	10 1/2	@	10 1/2
do do do 13 to 15	9 1/2	@	10 1/2	do Superior to fine	41	@	45
do do do 16 to 18	10 1/2	@	11 1/2	Granulated	10 1/2	@	10 1/2
do do do 19 to 20	11 1/2	@	12 1/2				

Molasses.

New Orleans new.....	7 gall.	40	@	87 1/2	Cuba Clayed.....	27 1/2	@	82 1/2
Porto Rico.....		30	@	60	Cuba centrifugal.....	20	@	25
Cuba Muscovado.....		30	@	35	English Islands.....	30	@	45

Rice.

Bangoon dressed, gold in bond	3 1/2	@	3 1/2	Carolina	8 1/2	@	9 1/2
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Spices.

Cassia, in cases.....gold	37	@	27 1/2	Pepper, in bond.....(gold)	12	@	13
Cassia in mats.....do	27 1/2	@	28	do Suma ra & Singapore	17	@	20
Ginger, Race and Af (gold)	10 1/2	@	11 1/2	Pimento, Jamaica.....(gold)	12 1/2	@	13
Mace.....do	1 15	@	17	do in bond.....do	7 1/2	@	7 1/2
Nutmegs casks.....do	90	@	92 1/2	Cloves.....do	19	@	21
do cases Penang.....	92 1/2	@	95	do in bond.....do	15	@	17
				Clove stems.....do	8 1/2	@	10 1/2

Fruits and Nuts.

Raisins, Seedless, new	frail	6	@	00	African Peanuts	do	12	@	12
do Layer, 1871	box	2	@	25	Pileites, Sicily	do	11 1/2	@	12
do Sultanah	do	2	@	25	do Barcelona	do	11 1/2	@	12
do Valencia	do	2	@	25	Walnuts Bordeaux	do	9 1/2	@	10 1/2
do Loose Muscatels	do	2	@	25	Macaroni, Italian	do	15	@	16
Currents, new	do	6 1/2	@	6 1/2	DOMESTIC DRIED FRUITS.				
Citron, Lephore (new)	do	45	@	47 1/2	Apples, State	do	10	@	10
Prunes, French	do	11	@	12	do sliced	do	12	@	13 1/2
Prunes, Turkish, old	do	7	@	7 1/2	do Western	do	8	@	9
do new	do	7	@	7 1/2	do Southern, good	do	5	@	6
Figs, Smyr	do	12	@	13	do prime	do	10	@	11
Canton Ginger, case	do	9	@	10	do sliced, new	do	12	@	13
Almonds, Languedoc	do	20	@	20	Peaches, pared	do	13	@	15
do do	do	16 1/2	@	17	do unpared, qrs & hives	do	10	@	11
do Irica	do	16 1/2	@	17	Blackberries	do	19	@	21
do Sicily, soft shell	do	7 1/2	@	8	Cherries pitted	do	9	@	10
do Shelled, Sicily	do	7 1/2	@	8	Pecan Nuts	do	9	@	10
do paper shell	do	28	@	28	Hickory Nuts	do	9	@	10
Sardines	do	34	@	35 1/2	Peanuts, Va, g'd to fancy old	do	150	@	150
Bardines	do	20 1/2	@	21	do do new	do	150	@	150
Brazil Nuts, new	do	7 1/2	@	7 1/2	do Will. g'd to best do	do	125	@	130

As to the coming crop of Rio coffee Messrs. Kern, Hayn & Co.'s Brazil circular of July 6, says,

"Regarding the proceeds of the 1872-73 crop the estimates are, as usually at this time of the year, very divergent.

"Up to the beginning of April the estimates varied between 2,000,000 and 3,500,000 bags; since then, however, as stated in our report of April 22, heavy rain has caused great damage to the crop, in consequence of which the estimates are now considerably lower, but they still differ pretty much, some calculating on a crop of 3 millions of bags, while others expect it as low as 1,800,000 bags.

"We have over and over again explained how difficult it is to form an exact opinion of the extent of the Brazil coffee crop, and especially at so early a period of the season it is quite impossible to name a correct figure.

"According to the carefullest sought informations, derived from sources which have hitherto enabled us to form an at least approximately correct opinion of the extent of the crop, we believe to be pretty correct in stating, that the 1872-73 crop will not reach 2,500,000 bags.

"In our opinion the crop is from 2,200,000 to 2,300,000 bags large, but even supposing it to be larger, say even as much as three millions of bags, experience has more than once shown, that for want of laborers and means of transport our province cannot make ready for shipment more than about 2 1/2 millions bags of coffee in the course of twelve months.

"What has arrived so far of new coffee consists, almost exclusively, of serra abaxio coffee of rather poor quality, while of serra acima coffee only some few samples have come to the market, which cannot be taken as guide for the quality of the crop.

"The receipts have during the latter part of June averaged about 4,000 bags per day, we cannot however expect a heavy increase in arrivals during the month of July, as the crop of serra abaxio coffee is but small and the new serra acima coffee not yet ready for shipment, but we must be prepared to see free receipt in August and September.

"We enter this season with about 24000 rs. per arroba higher prices than the last one, but if these high prices are to continue or not will principally depend on the course of the consuming markets."

THE DRY GOODS TRADE.

FRIDAY, P. M., Aug. 16, 1872

The heat has had a bad effect upon trade this week, and has delayed the regular Fall business, which was expected to be well under way ere this. At the beginning of this week buyers were more numerous, and the market was freely canvassed for selections of goods from first hands to make up the jobbing assortments of houses here and in the interior. The heat checked operations, however, and buyers have for the most part delayed their purchases until the temperature becomes more endurable. Prices had been previously marked down to some extent on both cotton and woolen fabrics, and the range of values is now down to a point where it is reasonable for holders to anticipate a liberal outlet. The financial condition of the trade is generally very satisfactory. There is very little dry goods paper in the discount market, and payments have been met with a good degree of promptness. The features of the trade are noticed more in detail in the annexed paragraphs.

DOMESTIC COTTON GOODS.—There has been a limited demand for the leading descriptions of brown and bleached sheetings and shirtings, and although the aggregate trade is far below that usual at this season of the year, the fact that the movement is wholly legitimate renders holders more satisfied with the position and helps to sustain prices. In standard brown cottons the transactions are chiefly at the quoted price, 14 1/2c., less the discount, and with the raw material at its present figures manufacturers claim that they cannot make any concessions. Bleached goods are steady and in fair request with quotations on the leading brands without important change. Canton flannels have sold to some extent during the week, chiefly at old figures. Printing cloths are firm and fairly active at 8c. Prints have been reduced to 11 1/2c. on all leading standard makes, and at this figure dealers here and in the interior are liberal buyers. Other cotton fabrics are in fair request with prices steady and generally unchanged.

DOMESTIC WOOLEN GOODS.—The demand for the heavier descriptions of woolen fabrics has been moderately active, but the sales have been wholly from first hands. Fancy cassimeres are still held at steady prices, and holders seem determined not to make concessions from the present rates, which are so low as to allow very little profit to the manufacturer. Clothiers are well stocked up, and the current purchases are mostly for jobbers. Coatings are in fair request with prices relatively strong. Cloths are steady but not very active. Domestic shawls are in good request at the opening rates, and the most popular styles have already been freely distributed. Flannels are moving with more freedom in consequence of a reduction in prices, and the large stocks in first hands are being reduced considerably. Hosiery is fairly active and is bringing generally satisfactory prices.

FOREIGN GOODS.—The offerings during the week have been liberal, and the larger buyers of full packages have been operating to a limited extent in dress fabrics. Continental goods of the medium and lower descriptions have moved freely. Jobbers are doing but little as yet, although there is some inquiry. Some disappointment is expressed by interior buyers, when comparisons are made on certain fabrics with last season, to find the cost actually higher than a year ago. The difference of cost of importation, resulting from the reduction of 10 per cent in duties, is more than balanced by the advanced price of the goods in Europe and the advance here in gold.

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of leading Jobbers:

Brown Sheetings and Shirtings.		Continental C		Lawrence J.	
Width.	Price.				
Agawam F.....	36 11½	Dwight X.....	36 14	do Y.....	36 13½
Albion A.....	36 11½	do Z.....	36 12-11½	Nashua fine O.....	33 13½
Arctic B.....	36 11	do Z.....	36 13-13½	do R.....	36 14
Atlantic A.....	36 14½	Indian Head.....	4-4 14½	do E.....	40 16
do D.....	36 12½	do.....	48 20-21	do W.....	48 21
do H.....	36 14	Ind'n Orchard.....		Pepperell.....	7-4 27½
Appleton A.....	36 14½	A.....	40 14-14½	do.....	8-4 30
do N.....	30 12	do C.....	37 15	do.....	9-4 32½
Angusta.....	36 13-15	do BB.....	33 12	do.....	10-4 37½
Bedford R.....	30 10	do W.....	30 11	do.....	11-4 42½
Boott O.....	34 12	Laconia O.....	39-13-14	do.....	12-4 47½
do S.....	40 13½	do B.....	37 13	Utica.....	36 16½
do W.....	48 16½	do E.....	36 12½	do.....	48 27½
Commonwealth.....	37 6½	Lawrence A.....	36 12½	do.....	58 35
		do D.....	36 14	do fine Non.....	40 19
		do XX.....	36 15-15½		
		do LL.....	36 13-13½		

Brown Drills.		Delaines and		Corset Jeans.		GENERAL	
Width. Price.		Worsted Fabrics.		14%		PRICES CURRENT.	
Appleton.....	15%	PACIFIC MALLS FABRICS.		Amoskeag.....	14%	ASHES—Pot, 1st sort \$100 b.....	@ 25
Hamilton.....	15%	Printed Delaines.....	30	Androskog'n sat	16	BREADSTUFFS—See special report.	
do blue.....	15%	Japanese Stripes.....	30	Bates.....	13%	BUILDING MATERIALS—	
Laconia.....	15%	Chintz Alpaca.....	30	Berkley.....	13%	Bricks—Com. hard.....	5 00@ 5 50
Lyman H.....	15%	Poplin Stripes.....	23%	Conce River.....	11%	Crotons.....	16 00@ 18 00
Massach'tts G.....	13%	Imperial Repps.....	25	Hallowell Imp.....	13%	Philadelphia Irons.....	35 00@ 40 00
Pepperell.....	15%	Blaritz Stripes.....	25	Ind. Orch. Imp.....	13	Cement—Roseville.....	@ 1 60
Stark A.....	15%	Anilines.....	22	Laconia.....	14	Lime—Rockland, com.....	@ 1 25
Sutfolk.....	15%	Amures.....	20	Naumkeag sat.....	16%	Rockland, lump.....	@ 1 15
Black Sheetings		Uhlans.....	22%	Paper Cambrics.		Lumber—Southern pine.....	28 00@ 45 00
Black Shirtings		Berlin Cord.....	30	Lonsdale.....	11	White pine box boards.....	31 00@ 33 00
Amoskeag.....	18%	Striped Satines.....	37%	S. S. & Sons.....	11	White pine mer. bx b'ds	32 00@ 34 00
do A.....	18%	Suez Cloth.....	37%	Warren.....	11%	Clear pine.....	19 00@ 19 00
do A 36.....	15%	Poplin Lustres.....	20	Cotton Duck.		Spruce boards & planks	30 00@ 32 00
Androskog.....	36	Alpaca Lustres.....	22%	Sail duck, 22in.....	23	Hemlock ho'rds & plank	27 00@ 34 00
Bartlett.....	36	Corded Alpaca.....	23%	W'db'ry, 10 to 5.....	28-38	Nat'l cut, 100 g'db'l, kg	25 00@ 25 75
do.....	33	6-4 Poplin Alpaca.....	25	Fl'twing, 4 to 1.....	40-46	Clutch, 2 to 3 in. over	25 00@ 25 75
do.....	31	6-4 Poplin.....	27%-37%	Druid.....	14	Yellow metal, sh. & sl.	30 00@ 32
Bates.....	45	Arlington Mills.....	19	Light duck.....	23	Copper.....	@ 45
do XX.....	36	Roubaix poplins.....	37%	Bear duck (8 oz.).....	26	Paints—Lead, white.....	1 1/2 @ 1 1/2
do BB.....	36	Berlin stripes.....	35	do heavy (9 oz.).....	23	American, pure, in oil.....	1 1/2 @ 1 1/2
do B.....	33	Japanese stripes.....	37%	Mont. Ravens 29in.....	34	Lead, wh., Amer., dry.....	5/8 @ 10
Blackstone.....	15	Nilsson stripes.....	42%	do 40in.....	25	Zinc, wh., dry, No. 1.....	8 @ 9 1/2
AA.....	36	Parepa stripes.....	37%	Bags.		Zinc, wh., No. 1, in oil.....	1 1/2 @ 1 1/2
Boott B.....	36	Japanese checks.....	37%	American.....	35 00	Paris wh., Eng' 100 lbs. 2 25 @ 2 50	
do C.....	33	Ticking.		Amoskeag.....	36 00	BUTTER AND CHEESE.	
do O.....	30	Amos'g ACA.....	29	Green Falls A.....	37 00	State half firkins, fine.....	27 @ 28
Elberton W S 4.....	14%	do B.....	29	Ludlow A.....	37 50	Welsh tubs, fine.....	25 @ 26
Fruit of the.....	17	do C.....	18	Ontario A.....	40 00	Western firkins.....	13 @ 17
Loom.....	36	do D.....	16	Powhattan A.....	37 50	Cheese—factory, fine.....	11 @ 12
Gr't Falls Q.....	36	Cordis AAA.....	24	do B.....	43 50	do com. to g'd.....	9 @ 10 1/2
do S.....	13%	do ACE.....	28	Stark A.....	41 00	COAL.	
do A.....	14%	do No. 2.....	25	do C 3 bush.....	56 00	Auction sale of Scranton, July 31:	
do M.....	13%	do No. 3.....	22	Domestic Ginghams.		10,000 tons lump.....	3 30 @ 3 25
Lonsdale.....	36	do No. 4.....	19	Bates.....	15	10,000 tons steamboat.....	3 25 @ 3 30
do Cambric.....	23	do No. 5.....	17	Caledonia.....	13%	18,000 tons grate.....	3 40 @ 3 45
N. Y. Mills.....	21	do No. 6.....	16	Downright.....	12%-13%	15,000 tons coke.....	3 45 @ 3 50
Pepperell.....	6-4	do No. 7.....	14	Glasgow.....	12%	30,000 tons stove.....	3 85 @ 3 95
do.....	7-4	Easton A.....	12%	Harford.....	12%	17,000 tons chestnut.....	3 42 1/2 @ 3 47 1/2
do.....	8-4	Lewiston A.....	11%-12%	Gloucester.....	12	Newcastle gas, 2,340 b. 8 00 @ 9 00	
do.....	10-4	do B.....	30	Hamford.....	12	Liverpool gas canal.....	@ 15 00
do.....	11-4	Hamilton.....	22	Manchester.....	12%	Liverpool house canal.....	@ 23 00
Pocasset F.....	33	Stripes.		Manaskee.....	12	COFFEE.	
Utica.....	5-4	Albany.....	7%	Manaskee.....	14	See special report.	
do Nonp.....	6-4	Algodora.....	12%	Park Mills.....	12	COPPER—Bolts.	
do.....	9-4	American.....	12%-13%	Peabody.....	14	Sheathing, new (over	@ 45
do.....	10-4	Amoskeag.....	17-18	Quaker City.....	12	Braziers (over 16 oz.).....	@ 45
do.....	4-4	Arkwright.....	14	Renfrew.....	15	American ingot.....	34 1/2 @ 35
do heavy.....	36	Easton.....	14	Spool Cotton.		COTTON—See special report.	
do XX 10-4.....	57%	Haymaker.....	11-11 1/2	Brooks, per doz.....	70	DRUGS & DYES—Alum.	
Wamsutta.....	45	Hamilton.....	16-18	200 yds.....	70	Argols, crude.....	2 1/2 @ 3%
do.....	40%	Whittenton A.....	17	J. & P. Coat's.....	70	Argols, refined.....	31 @ 34
do XX.....	19	do C.....	13%	Clark, John, Jr.....	70	Arsenic, powdered.....	1 1/2 @ 1 1/2
Prints.		Checks.		Clark & Co.....	70	Bi carb. soda, N. east.....	@ 5 1/2
American.....	11-11 1/2	Caledonia, 70.....	22%	Willamantic.....	70	Bi carb. potash, N. east.....	1 1/2 @ 1 1/2
Amoskeag.....	10	do 80.....	24	cord.....	47 1/2	Bleaching powder.....	3 1/2 @ 4 1/2
Bedford.....	9	do 12.....	24	do 6 cord.....	40	Brimstone, cru. w'ton, g'd	34 00 @
Cocheo.....	12	do 9.....	16	Samossot.....	40	Brimstone, Am. roll.....	2 1/2 @
Garner & Co.....	10%	do 15.....	27%	Green & Dan.....	43%	Amplu, cru. w'ton, g'd	2 1/2 @
Gloucester.....	11%	Park, No. 60.....	27%	Hadley.....	65-67%	Chlorate potash.....	39 @ 40
do mourning.....	10%	do 80.....	21	Holbrook.....	35	Caustic soda.....	6 1/2 @ 6 1/2
Lodi.....	10%	do 90.....	23%	Sterling.....	70	Cocheol, Hondur.....	62 @ 67
Manchester.....	11%	do 100.....	25	Carpets.		Cocheol, Mexican.....	60 @ 62
Merrimac D k.....	12	Albany.....	13	Velvet, J. Cross-ley & Son's	2 60	Cream tartar, Fr. pr.....	3 1/2 @
do Wpk & pur.....	11%	Amoskeag.....	24	best.....	2 60	Cubebs, East India.....	8 @
do Shirting.....	11%	Arlington.....	15%	do do A No 1.....	2 45	Cutch.....	5 @ 5 1/2
Pacific.....	11%	Bedford.....	14%	Tap Brussels.....	13	Gambur.....	4 1/2 @ 4 1/2
Richmond's.....	11%-12	do 8.....	16	Crossley & Son's.....	1 45	Ginseng, Western.....	@ 1 05
Simpson 2d Moura.....	11%	do 9.....	16	Eng. Brussels.....	2 30-2 30	Ginseng, Southern.....	@ 1 15
do black & white.....	11%	do 10.....	17%	Hartford Carpet Co.....	2 30	Jalap.....	45 @ 45
Sprague's fancies.....	11%	Beaver Cr. AA.....	21	Extra 3 ply.....	1 67%	Lac dye, good.....	6 1/2 @ 6 1/2
Hamilton.....	11%-12	Chester D'k B 10.....	21	Superfine.....	1 35	Licorice paste, Calabria.....	36 1/2 @ 37
Glazed Cambrics.		Everett.....	22%	Med. super.....	1 20	Licorice paste, Sicily.....	24 @ 25
Amoskeag.....	8%	Haymaker Bro.....	13%	Body Brus 5 fra.....	2 10	Madder, Dutch.....	9 1/2 @ 12 1/2
Garner.....	8%	Hamilton.....	20	do 4 to 2 00.....	2 00	Nat'l blue Aleppo.....	20 @ 21
Har nony.....	8%	Manchester.....	20	do 3 to 1 00.....	1 90	Oil vitriol (60 to 66 degs)	1 1/2 @ 1 1/2
Manville.....	8%	Otis A X A.....	32	Hemp, plain, 33 in.....	23%	Oil Turk, in bond, g'd	5 25 @
Pequot.....	8%	do EB.....	32	do ex plain, 36 in.....	23	Prussiate potash, Amer.....	@ 6 1/2
Red Cross.....	8%	do CC.....	17	IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.		Quicksilver.....	@ 1 00

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending August 15, 1872, and the corresponding weeks of 1871 and 1870 have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING AUGUST 15, 1872.							
	1870.		1871.		1872.		
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	
Manufactures of wool.....	1,344	\$609,740	2,039	\$911,102	2,721	\$1,296,381	
do cotton.....	948	\$317,020	1,775	\$606,850	2,161	\$704,316	
do silk.....	922	\$715,940	646	\$61,359	926	\$62,184	
do flax.....	1,190	\$289,615	1,310	\$301,673	1,284	\$328,867	
Miscellaneous dry goods.....	882	\$47,867	553	\$212,405	610	\$213,306	
Total.....	5,286	\$2,180,182	6,323	\$2,493,389	7,702	\$3,305,056	
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.							
Manufactures of wool.....	849	\$488,560	1,215	\$481,205	2,947	\$1,397,991	
do cotton.....	310	\$77,043	414	\$110,208	1,327	\$687,015	
do silk.....	155	\$162,756	240	\$80,173	329	\$322,023	
do flax.....	854	\$117,514	340	\$78,540	1,129	\$218,051	
Miscellaneous dry goods.....	793	\$45,106	76	\$30,311	306	\$70,714	
Total.....	2,960	\$900,951	2,295	\$990,497	6,538	\$2,695,794	
Add ent'd for consump't'n.....	5,286	\$2,180,182	6,323	\$2,493,389	7,702	\$3,305,056	
Total thrown upon m'rkt.....	8,216	\$3,081,163	8,608	\$3,473,886	14,240	\$6,000,850	
ENTERED FOR WAREHOUSING DURING SAME PERIOD.							
Manufactures of wool.....	683	\$291,557	838	\$340,469	2,379	\$1,151,503	
do cotton.....	165	\$39,516	297	\$93,364	1,252	\$443,910	
do silk.....	54	\$4,193	137	\$189,626	312	\$342,636	
do flax.....	220	\$4,713	288	\$6,992	564	\$140,995	
Miscellaneous dry goods.....	57	\$8,410	34	\$23,314	96	\$8,767	
Total.....	1,179	\$477,869	1,592	\$742,765	4,603	\$2,116,880	
Add ent'd for consump't'n.....	5,286	\$2,180,182	6,323	\$2,493,389	7,702	\$3,305,056	
Total entered at the port.....	6,465	\$2,658,051	7,915	\$3,236,154	12,305	\$5,422,936	

GENERAL.		PRICES CURRENT.	
ASHES—Pot, 1st sort \$ 100 lb.		@ 8 25	
BRADSTUFFS—See special report.			
BUILDING MATERIALS.			
Bricks—Com. hard.	\$ M	5 00 @	9 50
Philadelphia, "			

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A DESIRABLE INVESTMENT AFFORDING Undoubted Security.

FIRST MORTGAGE SINKING FUND GOLD BONDS

UPON A

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THE LOGANSPOUT, CRAWFORDS- VILLE AND SOUTHWESTERN RAILWAY OF INDIANA,

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Interest payable quarterly in New York, free of Government Tax, being nearly TEN PER CENT UPON THE INVESTMENT, and

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This Road is now completed, and in operation, length, 115 miles, twelve of which run through the celebrated BLOCK and BITUMINOUS COAL FIELDS of PARKE County, affording the nearest outlet to Northern and Northeastern markets.

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BRANCH (No. 24 Old Bond Street,
OFFICES, Nos. 159 & 160 Tottenham Court Road,
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(50,000 Shares of £20 each).

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